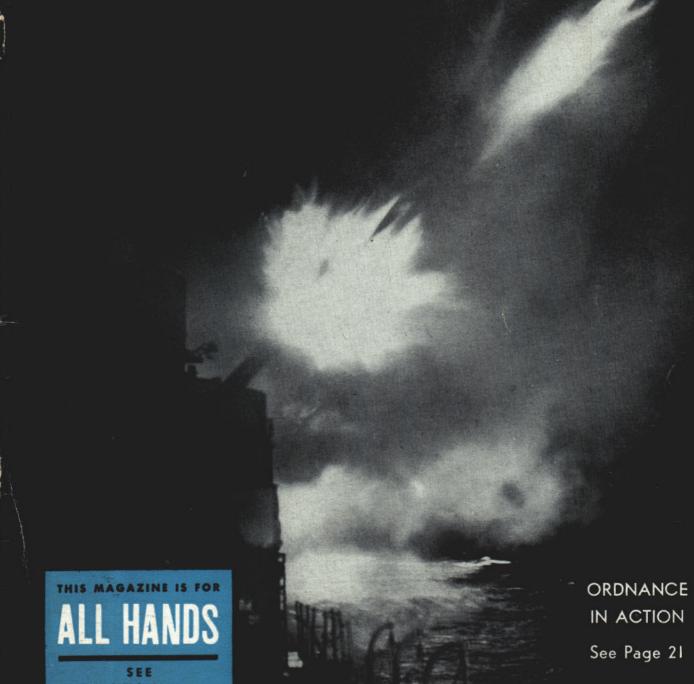
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FEBRUARY 1944

NAVAL PERSONNEL

INFORMATION BULLETIN

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NAVAL

PERSONNEL INFORMATION BULLETIN

FEBRUARY 1944

NUMBER 323

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. By BuPers Circular Letter 162-43, distribution is to be effected to allow all hands easy access to each issue. All activities should keep the Bureau informed of how many copies are required. All original material herein may be reprinted as desired.

PASS THIS COPY ALONG AFTER YOU HAVE READ IT



Your Rights and Benefits as a Veteran

New Mustering-Out Pay Is Just One of Many Things That Show People at Home Aren't Forgetting You!

When you leave the Navy some day —what rights, benefits and privileges will you have?

There are more than 100 bills on that subject now before Congress. Even as this issue of the Information Bulletin goes to press, Senate and House conferees have agreed upon a measure to provide mustering-out pay of from \$100 to \$300 for servicemen and servicewomen discharged from the armed forces.

Many other provisions for veterans are already on the books. Combined, they go a long way toward answering the natural questions of any serviceman. What happens when you get out? How about getting a job? What'll you use for money? Suppose you don't find a job right away? What if you're disabled? Suppose you want education or training?

So far, slightly more than 1,000,000 men and women have been separated from the services—153,000 from the Navy up to the end of 1943. Currently about eight to nine thousand are being discharged from the Navy each month, the majority via medical survey or because weeded out in the early stages as unsuitable.

Naval personnel who are honorably discharged during this war, or discharged under honorable conditions, will have certain rights and privileges lined up. Among the possibilities are:

- 1. Your old job back if you want it (under certain conditions).
- 2. Assistance in getting a new job.

 3. Preferential consideration if you
- Preferential consideration if you wish to work for the government.
- 4. Vocational rehabilitation and training.
- 5. Free hospitalization and medical treatment in a Veterans' Administration hospital as long and as often as you need it for service-connected disabilities, and for non-service-connected disabilities if facilities are available.

This article, second of a series dealing with your future, is not published with any idea that the war will be over soon or that it will be anything but a long and tough struggle still to come. The series is intended to answer some of your basic personal questions—in the hope that by relieving your mind of such worries you can devote more of your attention to your main job of fighting the war to help get it over with sooner.

- 6. A pension for life or as long as the disability continues for a serviceconnected disability of 10% or more.
- 7. Retention in the Navy, if you are disabled, and assignment to duty commensurate with your disability.
- 8. Or help in finding other employment despite that disability.
- 9. Apprentice training and the chance to learn a trade.
- 10. Preservation of any unemployment compensation benefits you earned before entering military service.
- 11. Retirement pay, if you've been in long enough, or the prospect of it if you want to remain in and make the Navy your career.
- Navy your career.
 12. Transportation back home after you're discharged.
- 13. Continuance of your low-cost National Service Life Insurance (up to five years after date of issuance) or conversion into any of three types.
- 14. Protection of your private insurance (if you apply while still in active service) by postponement of premium payments until two years after your discharge. Note: back premiums and interest must be made up, though.
- 15. Other protection under the Soldiers' and Sailors' Civil Relief Act, permitting courts to grant certain reliefs and postponements until six months after your discharge.

Those are some of the possibilities

already provided for. In addition, the bills now before Congress propose quite a few more benefits.

Newest of these, of course, is mustering-out pay, and under the plan agreed upon by the Senate and House conferees and referred to both houses for final vote, the top figure of \$300 would go to those who have served outside the continental United States. The sum of \$200 would be granted to men on active duty longer than 60 days within the United States, and \$100 to those on service 60 days or less. The plan would limit mustering-out pay to personnel with pay of \$200 or less monthly.

Besides mustering-out pay, to tide you over that period when you first get out, there are proposals to provide further unemployment benefits . . . to see that you won't lose out on your Old Age and Survivors' Insurance credits for the time you were in service . . . to provide education and training after discharge, with allowances of \$50 to \$75 a month, or more, while you are learning.

The picture changes constantly as new provisions and new methods are added. Before going into details about each one, let's take up one question. All this may be dandy on paper—but how does it work out?

All isn't 100% perfect as yet. When you come out of the service and your pay and allowances stop, you're not in

the mood to appreciate a long delay without income. Yet an American Legion survey showed that veterans' claims were taking, on the average,

about three months.

Because of the multiplicity of benefits now available to you, many Federal and other organizations are involved in their administration. This widens your possible benefits, but can be confusing if you don't know just what all your rights are and what to do about them.

The whole process of discharge is both a changing one and one of growing proportions. There has been no discharge procedure which covered every possible angle, bundled all the veteran's rights together in one package and directed him all the way to a speedy readjustment to civilian life. Local communities have not yet had servicemen coming back in large numbers so in most instances haven't developed programs for reabsorbing them into the community.

From many angles, parts of this problem are now being tackled vigorously. For one thing, the main center of servicemen's benefits, the Veterans' Administration, has not been without its own personnel problems. Set up to handle the problems of returning servicemen, it ironically suffered from departing ones, losing 6,600 of its personnel to Uncle Sam's uniforms. The situation is now being alleviated. The Veterans' Administration has been recognized as a vital cog in the serv-

iceman's welfare by being given top priority, #1, for its personnel. In addition, the President has recommended to Congress that Veterans' departmental staff be increased from 9,270 to 11,263 and its field force from 37,282 to 42,331.

It has also been proposed to Congress that Veterans' Administration personnel be placed in Army and Navy installations to adudicate claims on the spot for men about to be discharged, and to give them advice and assistance on these and allied matters. A move toward this is now being done on an experimental basis at three naval hospitals, under cooperative arrangements between the Navy Department and the Veterans' Administration.

Veterans' Administration is setting up its own staff right in these hospitals for the special purpose of expediting claims of men about to be discharged. By the time the man is discharged, filing of his claim already will have been completed. There is also legislation pending in Congress which would make it possible for the veteran to remain in the naval hospital until his claim has actually been approved.

This program, eliminating much of the delay which could leave a veteran "on his own" without care or income while waiting for his application to be processed, is now under way in the naval hospitals at San Diego, Great Lakes and Norfolk. It has been established for the purpose of developing experience whereby Veterans' Administration can set up similar programs in all naval hospitals, and thereby facilitate the returning serviceman's adjustment to civilian life with a minimum of delay and financial difficulty. The Navy will also cooperate by furnishing with the utmost speed needed information for processing claims.

In addition, the Bureau of Naval Personnel is also working with the Veterans' Employment Service. This cooperation, initiated at BuPers' suggestion, was one year old on 5 January 1944. A current phase of interest to all future Navy veterans concerns the development of employment opportunities for returning servicemen.

Beginning 24 January of this year there is being established in seven cities—New Haven, Philadelphia, St. Louis, Houston, Denver, Los Angeles and Minneapolis—a special service for veterans operated by the Veterans' Employment Service, as part of the United States Employment Service.

The plan is to provide a complete counseling service for veterans; to concentrate in these offices all information concerning employment available in their areas; to aid the veteran on such matters as his reemployment rights, disability claims, vocational training and rehabilitation, and job



How About That Postwar Job? Here Are Some Instances Where Veterans Get Top Priority

Some of the plans for developing employment opportunities for returning servicemen are discussed in the accompanying article; but here are a few examples of how preference in employment is already being given to servicemen, as reported by the Veterans' Employment Service, a special division of the countrywide United States Employment Service.

NEW YORK. Closing its employment lists for hourly workers to all except veterans of this war, a Long Island aircraft corporation now employs as replacements are necessary only discharged members of the armed forces who are classified 1-C and who can pass the necessary mechanical aptitude tests. Twenty men have already been hired on this basis.

GEORGIA. The President of a large company recently informed the Veterans' Employment Representative, "If I don't have jobs for returned veterans, I expect to create jobs for them, and I am encouraging every employer I know to do likewise."

INDIANA. The Zone Manager of one of the nation's largest automobile manufacturing concerns, with branches in 19 Indiana cities, indicated that there would by openings for veterans in each.

LOUISIANA. To assure full employment opportunities for physically handicapped veterans, a twoday training session brought to-gether 42 U.S. Employment Service interviewers and local Veterants' Employment Representatives; the program is being extended to all local office personnel.

MASSACHUSETTS. Appointment of a special Civil Service Commission representative to coordinate veterans' civil-service activities has already facilitated the referral of veterans to government jobs. At the request of War Shipping Administration, approximately 100 veterans were recruited for a training class for WSA positions.

MICHIGAN. The U.S. Employment Service for Michigan has employed a number of veterans to be trained as local Veterans' Employment representatives.

OREGON. At a meeting of the Portland Apprentice Council, it was agreed that returning disabled veterans be given first choice on all apprentice openings.

TEXAS. The employment manager of the Fort Worth branch of one of the nation's largest aircraft companies is hiring all veterans who can pass the physical examination. The examination is not rigid and many returned veterans are finding employment with the company.

MICHIGAN. Employment manager of one of the world's largest and most famous plants: "Through proper planning and individual job-requirement policies, we shall be able to absorb our veterans in postwar jobs." Of veterans with disabilities, he added: "The handicapped worker often proves to be the most valued employee in the department. It is a matter of good business practice to enable our handicapped veterans to earn a good income."

CALIFORNIA. "Honorably discharged veterans of the present war have first call for government positions," announces the Regional Director for the 12th U.S. Civil Service Region.

MASSACHUSETTS. Placements of veterans in one month: 1,667.

MISSOURI. Placements of veterans in one month: 1,358.

CALIFORNIA. Veterans will be admitted into trade unions in the state free of charge and with full membership rights and privileges.

FLORIDA. Officials of an aircraft plant have made arrangements for an in-plant training program for disabled veterans. Estimated enrollment: 200 veterans, to be trained in trades connected with the industry, such as jig-making, pattern-making, general working, and as machinists. Veterans need not remain with the firm after learning their trades and will be paid at the same rate as other apprentices and helpers.

VERMONT. Arrangements have been made with the Personnel Officer of one of the nation's leading aircraft companies whereby the veteran status of every veteran who applies for work will be flagged on the company's application form. The Veterans' Employment Representative believes that every veteran who applies for work with the firm will be hired. The company ultimately expects to employ 5,000 persons.

In addition to the above, intensive test programs are now being worked out in seven cities under the direction of Veterans' Employment Service, and other cities are developing plans of their own (example: the "Birmingham plan"). Further details are contained in the accompanying aropportunities; and to work out a tnoroughgoing plan of cooperation both with the agencies concerned and with all local groups.

All veterans on their first visit to these offices will be routed immediately to personnel specially designated to give service to veterans. Those desiring immediate placement will see the veterans' placement specialist; those desiring assistance in obtaining reemployment in their former jobs will be aided by Selective Service representatives; others will be served by the counseling section.

The counseling service will assist veterans, on request, in making an occupational choice; analyze information provided by the Navy as to their training and experience while in service, and supply information on local job requirements and opportunities. The counselors will have information also on employment in other areas.

Representatives of local employers and labor officials will work with the placement specialists and the counselor for the physically handicapped on employer problems related to the placement of veterans.

By trying out the program in seven cities of different sizes and problems, the Veterans' Employment Division will develop means for full utilization of all known employment possibilities.

The Navy is facilitating arrangements for veterans in naval hospitals having representatives of the United States Employment Service interview the men and take their work applications prior to discharge. They will secure information on the man's training and experience, the kind of work he would like to get into, and the town or section in which he wants that work. This information will be forwarded to the local U.S.E.S. office in the section selected, which can start immediately to explore employment possibilities for the man.

Through cooperation with U.S.E.S. and its Veterans' Employment Service, and by the proposed set-up of Veterans' Administration representatives at naval establishments, the Navy hopes to expedite both the processing of claims and the speedy employment of returning naval personnel. The programs will be widened as information and experience are developed, and should do much to diminish the difficulties for those returning from war.

In cooperating actively with these programs, the Navy is not only looking after the interests of naval personnel now being discharged, but also looking ahead with due foresight to demobilization on a "when, as and if" basis. Regardless of when demobilization comes-and nobody sees it as anything in the near future—the planning has to be done now. Moreover, demobilization on a small scale is always going on during war as men are constantly discharged, and the lessons learned now will help in solving the more sizeable problems that will eventually

come with large-scale demobilization.

Several cities are already taking the initiative on their own in providing for reemployment of service personnel, a notable example being the so-called "Birmingham Plan."

In the belief that every man discharged from service is entitled to all possible consideration and help, the Birmingham Plan puts him in immediate touch with top executives of leading companies and industries there.

A committee of 60 leading businessmen has been formed and one of them is at the interview desk in the Chamber of Commerce every afternoon. The discharged serviceman tells the interviewer about his experience and background in the Navy and the kind of work he wants to get into. He can indicate the company or companies he is interested in which afford the type of employment he seeks. The interviewer puts him in direct touch with the President or some other top executive of the company he selects.

Looking forward to the day when the present trickle of returning servicemen becomes a flood, Birmingham is making provision for additional interviewers and facilities, so that individual attention can be given each man and employment opportunities quickly found to make him a part of the com-

munity again.

Immediately following announcement of the plan, the Birmingham Chamber of Commerce had requests from Chambers of Commerce or Boards of Trade in 35 other cities asking for details of the proposed program.

Plans and programs such as these, plus many others now being considered or in process of legislation, add up to a constantly changing picture for veterans of this war but one whose changes are toward (1) a widening of possible benefits, and (2) a streamlining of procedures to make those benefits attainable quickly and efficiently.

From your own angle as a future veteran of the war, it is desirable that you know as much as possible of what your actual rights and benefits are. Pages 6 and 7 spread them out for a quick view. A fuller description of your main rights and benefits follows:

DISCHARGE. To begin with, there are three kinds of certificates now being issued to personnel discharged from the Navy and Naval Reserve: (1) Honorable Discharge; (2) Certificate of discharge under honorable conditions, or (3) Certificate of Unfavorable Discharge. (Under the latter come such types of discharge as the Bad Conduct Discharge and the Dishonorable Discharge.)

Most rights and benefits available to veterans usually bear a qualifying phrase as "for veterans honorably discharged," "for veterans discharged under honorable conditions," "for veterans not dishonorably discharged," or "for veterans discharged upon satisfactory completion of their service." The Honorable Discharge is awarded to enlisted personnel in three instances:
(a) upon expiration of enlistment; (b) to those discharged for disability incurred in the line of duty and not the result of their own misconduct (high marks in proficiency in rating and conduct must have been maintained in both instances (a) and (b) above); and (c) to those discharged for disability incurred in the line of duty and resulting from action against the enemy, and not the result of own misconduct, regardless of conduct and proficiency marks.

The certificate of discharge under honorable conditions was only recently renamed so, originally being called certificate of discharge (ordinary), issued under satisfactory conditions.

The holder of an Honorable Discharge is entitled to wear both the Honorable Discharge button and the Honorable Service lapel button; the holder of a discharge under honorable conditions (character: Good) rates the Honorable Service lapel button.

EMPLOYMENT. Probably your main concern after your discharge will be getting a job. There are several provisions of interest to you.

I. YOUR OLD JOB. If you had a job before you went to war, and if you entered upon active service after 1 May 1940, you are entitled to all the reemployment benefits provided in the Selective Training and Service Act.

The qualifications are brief and simple. The position you left must have been other than a temporary one; you

must receive a certificate showing that you satisfactorily completed y urarmed service; you must still be qualified to perform the duties of the position; and you must make application for reemployment within 40 days of your discharge.

If you meet those conditions, the law says that your employer shall restore you "to such position or to a position of like seniority, status and pay unless the employer's circumstances make it impossible or unreasonable to do so."

Selective Service has established a Reemployment Division to help implement the provisions of the law, with Committeemen attached to your local board to advise you on your rights. Should it come down to hard cases, the U. S. District Attorney will look after your interest for free.

If you worked for the Federal government instead of for a private employer, you have the same rights of re-

employment under the law.

2. A NEW JOB. Employment assistance is available to returning servicemen through the United States Employment Service, which has offices all over the country. U.S.E.S. has a special service for veterans—Veterans Employment Service—which functions in each local office. Veterans are registered in these local offices on special cards, and special service is provided for them through State and local veterans' representatives, who will also advise and assist members of the families of veterans who are in search of



YOUR RIGHTS AND BENEFITS

MUSTERING-OUT PAY

On 26 January 1944 Congress approved and sent to the President for signature a mustering-out pay bill for personnel discharge from the armed services: \$300 to those who served outside the U. S., \$200 for more than 60 days within the U. S., and \$100 for 60 days or less within the U. S., limited to personnel with pay of \$200 or less monthly.

YOUR OLD JOB

If you left a position (other than temporary) in private employ, you are entitled by law to be restored to it or to one of like seniority, status and pay unless the employer's circumstances make it impossible or unreasonable to do so. You must (1) complete naval service satisfactorily, (2) still be qualified for the job, and (3) apply within 40 days of discharge. Similar rights are guaranteed former Government employees.

A NEW JOB

Help in getting a job is available to you through the special Veterans' Employment Service maintained by the United States Employment Service (War Manpower Commission); also through State and local veterans' representatives. Latter also advise and assist members of veterans' families seeking work. Go to the nearest office of the United States Employment Service.

APPRENTICE TRAINING

Virtually all of the 30,027 apprentice training programs in the U. S. extend opportunities to returning veterans: a steady job, training for advancement, lifting of age restrictions and other limitations. Information as to specific programs and opportunities may be obtained through your nearest United States Employment Service office.

* VOCATIONAL AID

1. SERVICE-CONNECTED DISABIL-ITY. Vocational training to fit disabled veterans for jobs is available through the Veterans' Administration to those honorably discharged, whose disability is or would be pensionable, and who need such training. During training, pension is payable at rate of \$80 monthly if single, \$90 if married, plus \$5 per dependent child, \$10 per dependent parent.

VOCATIONAL AID

2. NON - SERVICE - CONNECTED DISABILITY. Veterans whose disability is (a) not incurred in line of duty, or (b) not pensionable, or (c) incurred AFTER discharge from the service, may obtain medical aid, hospital treatment, and vocational training and rehabilitation through State agencies. Apply through your, State Board of Vocational Education or the nearest United States Employment Service office.

HOMES FOR DISABLED

Homes are provided where veterans may live and receive care if (1) honorably discharged for disability in line of duty, or (2) pensioned and (a) permanently disabled, (b) incapacitated from earning a living, and (c) without adequate means of support. Also available to any veteran not dishonorably discharged who is (a) unable to defray expense, (b) suffering from chronic disability likely to prevent his earning a living.

★ AIDS SUPPLIED

Artificial limbs, braces, hearing devices, etc., can be supplied or repaired in cases of service-connected disability; also, under certain limited conditions, toilet articles, tobacco, cigarettes, stationery, postage, barber services and personal clothing. Arrangements can be made during medical or hospital treatment by Veterans' Administration representative.

SICK TRAVEL

Transportation with incidental expenses may be supplied by the Government for out-patient examination or treatment (unless examinee lives in vicinity); for hospital treatment for service-connected conditions (if disciplinary record is clear) and for non-service-connected condition (if applicant unable to defray cost). Prior authority from the Veterans' Administration is necessary.

RETIREMENT PAY

Benefits of retired and retainer pay are of interest to naval personnel who may wish to make the Navy their career. In general, long service or physical disability are among the requirements, but the conditions, provisions and extent of such benefits are covered by many different statutes and provisions, and do not lend themselves to brief summary.

EDUCATION

(a) If taking correspondence course of the U. S. Armed Forces Institute, you may continue with any course under way at time of discharge; (b) you can apply for school and college credit for your off-duty education and your regular Navy training and experience (as well as to present to a prospective employer); (c) proposals for educational opportunities after your discharge are now before Congress.

TRANSPORTATION

In general, OFFICERS and NURSES get mileage to place from which ordered to active duty; ENLISTED PERSONNEL (unless discharged for punishment or own convenience) get 5¢ per mile to where enlisted, or local board. Transportation of dependents and household goods may be provided (from petty officer, second class, up) for regular Navy, Naval Reserve (including WR) and retired personnel of regular Navy.

AS A VETERAN OF THIS WAR

A GOVERNMENT JOB

By law, veterans are given preferance in appointment to positions in the Federal service; 5 points are added to their examination ratings, 10 points if they are disabled and entitled to compensation. In certain cases, wives of injured veterans may be qualified in their stead. If you apply for a government job, file Civil Service Commission Preference Form 14, and proof of honorable discharge.

IF UNEMPLOYED

All but three states have adopted some method of assuring benefit rights to covered workers who complete military service. Provisions vary greatly from state to state, but general idea is to provide benefit rights equivalent to those you had before entering military service. Information as to your state can be obtained through the nearest office of the United States Employment Service.

★ DISABILITY PENSION

Rates range from \$10 per month for 10 percent disability to \$100 per month for total disability; certain special and extensive disabilities permit payment of pension up to \$250 a month. Disability must be in line of duty, and without misconduct, and veterans must have been separated from active service under honorable conditions. Apply through Veterans' Administration.

INCOME TAX

By the Civil Relief Act (right), payment of your income tax may be postponed, upon proper application, to 6 months following discharge. In addition, "forgiveness" provisions of 1942 tax and increased exemptions for servicemen in 1943 probably leave little Federal tax hanging over most servicemen. If relief is needed, apply to Collector of Internal Revenue, Treasury Department.

★ JOBS FOR DISABLED

There is a reemployment program for honorably discharged naval personnel disabled in line of duty. If disabled, you will be interviewed prior to your discharge by representatives of U. S. Employment Service, who can assist you in securing employment in naval shore establishments or private industry. Civil Service physical standards are being lowered to help qualify many disabled men for employment.

HOSPITALIZATION

Hospital treatment for SERVICE-CONNECTED disease or injury is available through the Veterans' Administration to any man honorably discharged from this war. Treatment for NON - SERVICE - CONNECTED conditions is available if (a) applicant has not been dishonorably discharged, (b) a bed is available, and (c) he is financially unable to supply the necessary treatment himself.

INSURANCE (GOV'T)

Your National Service Life Insurance will still be a valuable asset after your discharge. You may continue it on the level-premium plan for 5 years after its effective date, or, after you have had it a year, convert to Ordinary, 20-Payment or 30-Payment Life. If lapsed, it may even be reinstated under certain conditions; write direct to Veterans' Administration, Washington 25, D. C.

CIVIL RELIEF ACT

In general, dependent upon proven impairment of your ability to pay, the Soldiers' and Sailors' Civil Relief Act protects servicemen up to 6 months after discharge by making it possible for the courts to suspend enforcement of certain civil liabilities during that time: lawsuits, judgments, taxes, etc. Legal counsel, without charge, is available to servicemen through State Chairmen of the American Bar Association.

* SERVICE IN NAVY

By law, enlisted men of the regular Navy and Naval Reserve, disabled in line of duty, may be retained for the convenience of the government and assigned to duty commensurate with their physical disabilities. Retention and assignment to duty, wherever possible, are handled under provisions of directives issued by the Navy Department.

★ OUT-PATIENT CARE

Veterans suffering from conditions which are service-connected but which do not require hospitalization can be provided medical care at a Veterans' Administration facility, or in their home, if they are unable to travel. Apply to nearest Veterans' Administration station (or through organizations which cooperate in extending authorized services to veterans).

INSURANCE (PRIVATE)

You can, upon application while in active service, postpone payment of premiums for most private insurance until 2 years after your discharge; back premiums, with interest, must be made up, but you are protected against lapse. Apply on Veterans' Administration Form 380, sending original to your insurance company and copy to Veterans' Administration, Washington 25, D. C.

PROPOSED BENEFITS

More than 100 bills dealing with veterans have been introduced into the 78th Congress. Proposed are measures to extend benefits of the Social Security Act to veterans, and provide for credit toward their Old Age and Survivors' Insurance . . . to provide postwar education and training, with tuition, fees, and a monthly allowance paid by the Government. Additional bills deal with insurance, retirement pay, employment, etc.

Families of Personnel Killed In War Get Swift Financial Aid

The above headline which appeared recently in a Washington (D. C.) newspaper should be of interest to all hands. Your own rights and benefits as a veteran are dealt with in the adjoining article. However, every man in the Navy and subject to the dangers of war has a right to know and take what comfort he may in the fact that his family and dependents are protected by certain benefits. The following is not intended as an explanation of those benefits, but rather as a guide to expedite approval and payment.

SIX MONTHS' DEATH GRATUITY-An amount equal to six times the monthly pay at time of death will be paid to the widow; if no widow, to the children; if no widow or child, to a designated dependent relative. If none, it may be paid to a dependent grandparent, parent, brother or sister. Immediately after notification to next of kin of the death of a serviceman, the Bureau of Naval Personnel, Navy Department, Washington 25, D. C., sends claim blanks for the gratuity to the person designated to receive it. If no beneficiary has been designated, blank is mailed only upon request by a qualified relative.

ARREARS OF PAY—Settlement of any pay accounts remaining due and unpaid, including any savings on deposit with the Paymaster, will be made by the Claims Division, General Accounting Office, Washington, D. C. The proper form upon which to file claim is forwarded to the nearest surviving kin by the Bureau of Naval Personnel without request.

GOVERNMENT INSURANCE—Both U. S. Government Life Insurance and National Service Life Insurance records are maintained by the Veterans' Administration .The Navy Department promptly notifies the Veterans' Administration of the death of naval personnel; if any form of government insurance was carried, the Veterans' Administration will forward to the beneficiary of the policy the necessary blanks upon which to file demand for payment. All inquiries should therefore be addressed to the U.S. Veterans' Administration, Washington 25, D. C.

PENSION—The payment of pensions is handled by the Dependents' Claims Service, U. S. Veterans' Administration, Washington 25, D. C. Claims or inquiries on pension payments should be filed with that office.

SOCIAL SECURITY BENEFITS — In event the serviceman had an insured status with the Federal Social Security Board, by virtue of previous civilian employment, the next of kin should make application for benefits to the nearest Social Security Board field office.

CERTIFICATE OF DEATH—If required in connection with payment of commercial insurance or settlement of an estate, a copy of the official certificate of death may be secured, upon written request, from the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C. The full name, rate and service number should be furnished, with date and place of birth.

NAVY ALLOTMENTS — All allotments and family allowances are discontinued upon report of death of naval personnel.

PERSONAL EFFECTS — Personal effects left in the custody of the naval authorities will be inventoried and forwarded, via first available government conveyance, to the next of kin.

BURIAL—For the duration of the war, the remains of naval personnel will be interred locally, when death occurs outside the U. S. and when transportation by sea is involved. At the termination of hostilities every effort will be made to return such bodies if next of kin so requests.

GENERAL—Time is needed to assemble the necessary data to effect payments. Reports from outlying activities may be delayed by war. Claims will be expedited if all inquiries contain the serviceman's full name, rating or rank, and service or file number.

The employment of an attorney or agent to prosecute claims is entirely unnecessary. Many voluntary agencies are available for advice and assistance, including the local chapters of the Navy Relief Society and the American Red Cross, public and private welfare agencies, and such service organizations as the American Legion, Veterans of Foreign Wars, etc.

work. The expansion of the U.S.E.S. Veterans' Employment Service, now being experimented with in seven cities, as described earlier, will lead to quicker and more thorough service for the veteran as it is extended and as more organizations tie in with it.

3. A GOVERNMENT JOB. In addition to getting your job back if you worked for the Government, you are given special preference by the Civil Service Commission in case you didn't work for the government before but would like to after your discharge. The Commission, in rating examinations for civilservice positions, gives veterans 5 points in addition to their earned ratings, so that you need make only 65 earned points to attain the minimum rating of 70 required for placement on the eligible list. If you have a serviceconnected disability, this preference is increased to 10 points.

Certain limitations as to age, residence, and many of the physical requirements for positions are removed for veterans, whose wives are also entitled to preference if the veteran himself is entitled to it but is physically disqualified for examinations along the lines of his accustomed livelihood. When it is necessary to effect reductions in force, the veteran shall not be discharged or reduced in rank or salary if his record is good or if his efficiency rating is equal to that of any employee in competition with him who is retained.

4. JOBS FOR DISABLED. The Navy Department, in conjunction with the Civil Service Commission and the Veterans' Employment Division of U.S.E.S., has established a reemployment program for honorably discharged naval personnel. The program provides that all naval personnel disabled in line of duty will be interviewed prior to discharge by representatives of U.S.E.S. Because of the nationwide scope of U.S.E.S., employment opportunities are not necessarily confined to the place of discharge or home address of the individual. Also, to provide work for disabled men in naval shore activities, civil service physical standards are being lowered to permit qualification of many men.

5. RETENTION IN NAVAL SERVICE. By Public Law 337 (77th Congress), enlisted men of the regular Navy and Naval Reserve who have become disabled for general service by conditions originating in line of duty, which under peacetime conditions would lead to their separation from the servic, may be retained for the convenience of the government and assigned to duty communicate with their disability.

6. APPRENTICE TRAINING. Virtually all of the 30,207 apprentice training programs in the United States extend opportunities to returning veterans. Through this apprenticeship program being sponsored and coordinated by the Apprentice-Training Service of the War Manpower Commission, war vet-

erans may be employed as apprentices and paid as they learn, not only getting a steady job but an assurance of training which prepares them for advancement. Age restrictions and other limitations are lifted in many cases.

7. UNEMPLOYMENT COMPENSATION. By the end of the 1943 legislative sessions, all but three states had adopted some method of assuring benefit rights to covered workers who have completed a period of military training. In general, the idea is to "freeze" such unemployment rights as you may have accrued before you entered the armed forces. Benefit rights are usually accumulated during a twelve-month "base priod" and, unless drawn upon during the ensuing "benefit year," expire.

The legislation freezes any benefit rights you had before you went away. These credits may be drawn upon in the event you encounter a period of unemployment when you return.

8. AGRICULTURAL OPPORTUNITIES. Plans are under consideration for extending unemployment and financial assistance to the returning serviceman who wants to go into farming rather than industry. Among the proposals now before Congress is one to make those honorably discharged from military service eligible for tenant purchase loans and to authorize the necessary increased appropriations from which such loans would be made.

VOCATIONAL REHABILITATION, to restore the employability of men whose disability would otherwise handicap them, is available to disabled naval personnel, both for service-connected disability and non-service-connected, under various programs worked out by the Navy, the Veterans' Administration, and the Federal Security Agency.

Service-Connected. Through the Veterans' Administration, vocational training is available to those honorably discharged from this war who have disability incurred in or aggravated by such service for which pension is either payable under laws administered by the Veterans' Administration or would be but for their receipt of retirement pay, and who are in need of vocational training to overcome the handicap of their disability. During this training, pension is payable at the rate of \$80 per month to a single man and \$90 per month to a married man, with an added allotment of \$5 per month for each dependent child and \$10 for each dependent parent.

In addition, the Navy has a broad rehabilitation program of its own, which includes help in obtaining employment, educational services, therapeutic rehabilitation and a number of other measures. In the employment phase of the program the Navy follows a policy of utilizing personnel disabled in the line of duty for limited duty ashore where possible, and channeling enlisted men about to be dis-



charged for physical disability into civilian work in naval shore activities. The Educational Services Program is being made available to disabled personnel who are still in the service, with classes in several hospitals on various subjects of instruction. In the therapeutic rehabilitation program, patients are retained in a naval hospital with the view to their physical restoration. If the disability is permanent in character or requires further treatment, patients will be discharged and transferred to Veterans' Administration facilities, where the program described in the preceding paragraph will be available to them.

Non - service - connected. Vocational rehabilitation and training is also available to men who acquire disabilities not incurred in line of duty or even during military or naval service, and who are therefore not eligible for disability pensions or for vocational rehabilitation by Veterans' Administration. These men can get aid by applying to their State Board of Vocational Education, Rehabilitation Division. The Board will send an agent to get specific information, and to find out what treatment the man may need. They will also determine what he may need in the way of vocational training. and arrange for this at an available trade school, vocational school or other institution. The Federal Government pays half the cost through the Federal Security Agency; states do the rest.

MEDICAL AID. This is available to returning veterans in many forms, with the Veterans' Administration authorized to furnish care and treatment, under conditions and regulations of law, to persons who have served in the armed services and who need it.

I. HOSPITALIZATION. Hospital treatment can be supplied for a condition that is service-connected for any honorably discharged serviceman. Hospital treatment for a non-service-connected condition requiring such treatment can

be provided if (a) applicant has not been dishonorably discharged from his last service, (b) a bed is available, and (c) he states under oath that he is financially unable to supply himself with the necessary hospital treatment.

- 2. OUT-PATIENT TREATMENT. Veterans suffering from conditions which are service-connected, but which do not require hospitalization, can be provided medical care which is designated "outpatient treatment," at a facility or regional office of the Veterans' Administration, or in their home if they are unable to travel to a field station of the Veterans' Administration.
- 3. DOMICILIARY CARE. A number of homes are maintained where former members of the armed forces may live and receive care. A veteran is eligible if he has not been dishonorably discharged from his last period of war service and is unable to defray the expenses of such care; or is suffering from a disability, disease or defect that incapacitates him from earning a living for some time in the future. Application for domiciliary care should be made to the manager of the near-est Veterans' Administration station. Transportation to the station may be paid on original admission when so authorized. Twelve homes for men and three for women are maintained.
- 4. APPLIANCES FURNISHED. Artificial limbs, braces, hearing devices, etc., can be supplied or repaired when the need is determined by the Veterans' Administration, as part of medical treatment, in cases where the disability is service-connected or associated with another disease or injury necessitating them.
- 5. TRANSPORTATION. (a) In out-patient physical examination for monetary benefits or in out-patient treatment, transportation with incidental expenses may be supplied by the Government, except when the veteran lives in the city or vicinity where the ex-

(Continued on Page 47)

THE AMPHIBS STRIKE . . At Guadalcanal . . . North Africa . Attu . Rendova

AMPHIBS TO FORE IN '44

80,000 LCs Planned as WPB Gives Schedule Highest War Priority; Personnel to Expand

Foreshadowing future amphibious operations of great size and importance, the Navy will expand its present landing-craft fleet of 20,000 to a vast armada of 80,000 units, it was disclosed recently by Rear Admiral Edward L. Cochrane, USN, chief of the Bureau of Ships.

At the same time expansion of amphibian personnel, already proceeding at a rapid clip, will mount accordingly, with future officers and crews for landing craft pouring into Amphibious Training Bases from such sources as midshipmen's schools, V-7, V-12, Diesel schools, and boot camps and specialists' schools throughout the country, as well as from the ranks of officers back from combat areas.

About 25% of the Navy's ship construction funds for 1944 will be spent for landing craft. Cooperating with the Navy's program, the War Production Board has given top priority to the construction of landing craft. Producers of steel plates and sheets used in such craft have been asked for a record-breaking output during the first months of this year.

Admiral Cochrane revealed that 20,000 landing craft, ranging from the 450-foot dock ship to the amphibian tractor (alligator) have been produced, at a cost of \$1,500,000,000, exclusive of ordnance. Some 25,000 additional craft are on order, authorization is pending for 20,000 more, and construction of about 15,000 miscellaneous small craft, rubber boats, rafts, etc., is planned. This would give the Navy a landing craft fleet of 80,000 units.

Admiral Cochrane also revealed that production of "alligators", amphibious troop-carrying tractors, will be stepped up as a result of the lessons learned in the Gilbert Islands invasion. When the coral reefs surrounding Tarawa prevented ordinary landing barges

from reaching the beaches, the "alligators" rode over the barriers and brought marine reinforcements, he said.

"If it hadn't been for amphibious tractors," Admiral Cochrane said, "it would have been far worse. Those 'alligators' can take swamps, rivers and anything else in their stride."

Some of the new "alligators", he said, are designed to carry cargo as well as troops ashore from transports and up on the beaches. Others will have gun turrets and field howitzers to cover landings with gunfire.

At present the Navy is building about 15 distinct types of landing craft (Information Bulletin, Nov. 1943). On 1 December, 67 shipyards and plants were constructing the craft, and Admiral Cochrane predicted that eventually the work will be spread among 20,000 to 30,000 subcontractors.

"The tremendous numbers and varieties of landing craft," Admiral Cochrane said, "are required to cover the various conditions under which the war is being fought around the world. Each type has its special use. A few of these are the results of pre-war developments, but the majority of the different types had to be specially developed to meet the demands of the rapidly changing situations in World War II."

Hand in hand with the building job goes another job of comparable magnitude—manning the new craft with naval personnel, training officers and men in the techniques and tricks of amphibious warfare, building the huge striking force that will carry the amphib banners on their greatest assignment to date, the assault upon Germany's "Fortress Europa" and the blows against Japan that will carry out the war aims agreed upon at the Cairo conference.





Officers for the expanded amphib program will come from many sources. Some of them will be officer personnel who, as junior officers aboard landing craft, have already had experience in European and Asiatic operations, and who are rated as competent, upon further training, to assume command of their own landing craft. Many of the officers will be former warrants of long experience; they will be given opportunities for amphib training and, if able to demonstrate their capabilities, will be given opportunities to command and a commensurate increase in rank.

Perhaps the largest source of new officers will be the midshipmen's schools—Columbia, Notre Dame, Northwestern—which will send most of their qualified graduates to one or another of the amphib bases. Practically all of these will be from the ranks of V-7. Beginning this month, considerable numbers of V-12's also become available for training.

These will for the most part be trained to become junior officers aboard LCs. If they prove their ability and responsibility, they get recognition and perhaps spot promotion to a higher rank commensurate with the positions they may be chosen to fill on the basis of their training record at the Amphibious Training Base.

Other, more mature officers, who either have been on shore duty or who have had no prior indoctrination, will get an intensive course of training at the Naval Training School (Advanced), Ft. Schuyler, The Bronx, N. Y., studying seamanship, navigation, ordnance, gunnery and communications, in preparation for possible positions of command.

Nothing could be more indicative of the present attitude toward the amphibs than the fact that a large and mounting proportion of their officer personnel has accrued voluntarily. A recent estimate by those responsible for procuring personnel for this branch reveals that the proportion of midshipmen who put amphib training as their first choice has almost tripled. Now they look to it as a top source for action, and plenty of it.

A "rotational" policy of bringing

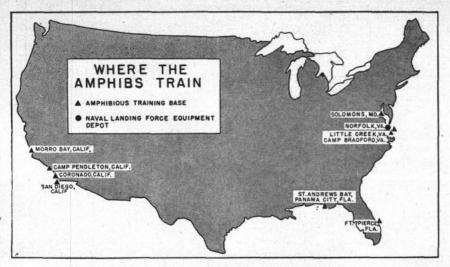
back officers from the combat area will provide further COs from the ranks of men who were formerly junior officers aboard LCs and who are now regarded as potentially qualified to command. Upon further training here, they have the opportunity of becoming COs of their own ships.

Engineering officers will be provided by Naval Training Schools, at Cornell, Penn State and North Carolina State, and still others will come from the General Motors Diesel school at Flint, Michigan, source of engineering officers not only for DEs but for LCIs and LSTs as well.

Communications officers will come largely from the Harvard NTS, where the last month of their four-month course will be devoted to special subjects in preparation for amphib work.

Although amphib training was originally pretty much of an Atlantic coast proposition—partly because the North African invasion was first on the list, and largely because the great sources of landing-craft construction were either Atlantic or middle West—amphib training is now a two-coast affair.





If you head for the amphibs, you may find yourself at any one of the bases shown on the map on this page.

Here are learned the techniques needed to operate the big LSTs and LCI(L)s, the LCTs, LCMs and LCVPs. Some will head for the big ARLs (Repair Ship, Landing Craft)—converted from LST hulls to serve as repair ships in landing operations.

Then, as the newest and biggest of Navy programs takes shape and moves toward its announced goal of 80,000 LCs in 1944, the amphibs will be ready to strike again, to add new chapters to a history which, although brief, has some pretty proud chapters in it already.

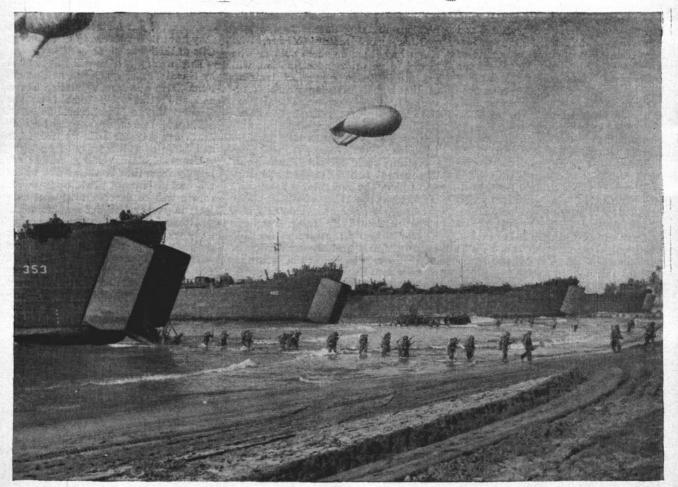
Tied in with the landing-craft program is the construction of destroyer escorts, which will be used to keep supply lines open after the beachheads have been secured. Admiral Cochrane stressed that many more DEs will be

built in 1944, although the need for them is not so urgent as it was a year ago due to "the improved situation in the Atlantic." Forecasting increased tempo in the war against Japan, he declared that DEs "can perform exceedingly useful service in the Pacific."

About 300 destroyer escorts had been constructed by the end of December, at a cost of \$1,000,000,000, exclusive of ordnance. The first DE was completed at Mare Island Navy Yard in February, 1943, and the 260th was commissioned 5 December at Boston Navy Yard.

Approximately a half billion dollars' worth of work has been completed on the remaining ships of the program which, with a very few exceptions, are all scheduled for delivery in 1944. The DE program still is less than half finished.

"The magnitude of the DE accomplishment," said Admiral Cochrane, "pales in comparison with the job which lies ahead in meeting the landing-craft program upon which we are now embarked. The Navy will require even greater support from the shipbuilders and manufacturers of the country than has already been given in connection with the DE program."



Official U.S. Navy photograph

Amphibs hit Bougainville: The new landing-craft program means more and bigger actions of this type.

Your Income Tax

Service Personnel Given Special Consideration In Making 15 March Return

Have you figured out your 1943 income tax?

Service personnel, like civilians, must undergo the annual ordeal of adding, subtracting and multiplying a maze of figures, but they have one decided advantage. When they finally get to the bottom of the form this year, many of them will find that they owe nothing for 1943, and some will find that they actually have a refund coming from Uncle Sam. Few civilians, on the other hand, will escape paying some tax.

Congress was especially considerate of those in the armed forces by permitting them to exclude from their gross income up to \$1,500 of active service pay, on top of the regular personal exemption. This means that service personnel with \$1,500 or more of active service pay are not taxed on the first \$2,000 of income for 1943, if single, while married personnel will have no income tax on 1943 income of \$2,700 or less, although they may be liable for

a small Victory tax.

Thanks to this \$1,500 exclusion, the vast majority of Navy personnel will not have to pay income tax this year, unless they have wives or husbands who are working and they elect to file joint returns. For civilians, Form 1040A (see next page) is limited to those with income under \$3,000, but since \$1,500 of service pay is excluded before a service person starts filling out his form, he can make up to \$4,500 and still use the short form.

Despite the best efforts of Treasury Department tax experts, the 1943 tax return is the most complicated ever issued. This is due partly to a change-over from the old method of collecting to the pay-as-you-go plan. The tax form is further complicated by the fact that a portion of the 1942 or 1943 taxes is forgiven, thus relieving tax-payers of the burden of paying two years' taxes during 1943.

Most service personnel who paid a quarter or a half of their 1942 tax last March or June will be entitled to a refund under the forgiveness section of the tax law. If they have no tax on their 1943 income, or if it is less than their 1942 tax, they are entitled to the benefit of a special forgiveness feature discussed under Instruction 6 (page 14).

If their 1943 tax is greater than their 1942 tax, threequarters of the 1942 tax will be forgiven if it is more than

\$66.67, or up to \$50.00 if it is \$66.67 or less.

Following are the answers to some questions you may have before you settle down to the task of making out your return:

1. Which form should be used?

Most persons whose service pay during 1943 was less than \$4,500 will find it advantageous to use the short form (1040A)—see page 14. You cannot use this form if your income was greater than \$3,000 after your "service exclusions," or if you had income other than salary, interest, dividends and annuities. If you wish to claim deductions for heavy medical or dental expenses, business losses, bad debts, charitable donations, etc., you must use Form 1040.

2. Are service personnel taxed on all pay and allowances? They are taxed on base and longevity pay, and any extra or additional pay, such as for aviation, submarine, sea and foreign duty. They do not pay a tax on subsistence, quarters or clothing allowances.

3. Can a recently married comple claim \$1,200 personal exemption?

You cannot use the short form (1040A) for a joint return unless you were married on or before 1 July 1943. If married since then and a joint return is desirable, you must use the long form (1040) and pro rate the exemptions between the months you were married and single;

YOU MUST FILE A RETURN IF



YOU PAID OR OWED A TAX ON 1942 INCOME.

and/or

YOU ARE SINGLE AND HAD AN IN-COME IN 1943 OF MORE THAN \$500.

YOU ARE MARRIED AND HAD A COM-BINED INCOME IN 1943 OF MORE THAN \$1,200, OR IF EITHER SPOUSE HAD MORE THAN \$624. NOT COUNTING SERVICE PAY UP TO \$1,500.

BUT



YOU MAY DEFER FILING A RETURN, IF YOU ARE ON SEA DUTY OR OUTSIDE THE CONTINENTAL LIMITS ON 15 MARCH 1944, UNTIL THE FIFTEENTH DAY OF THE FOURTH MONTH AFTER YOUR RETURN TO THE U.S. OR THE FIFTEENTH DAY OF THE THIRD MONTH AFTER THE END OF THE WAR IF YOU ARE STILL ABROAD.

IF YOUR WIFE OR HUSBAND HAD ANY SEPARATE INCOME IN 1943, YOU MAY WANT TO FILE A JOINT RETURN. SEE QUESTION 5 IN THIS ARTICLE.

but separate returns may be filed on Form 1040A on which husband and wife would determine their tax as single persons.

4. If a married serviceman is entitled to postpone filing his return, can his wife postpone filing her return?

Yes, if her gross income for 1943 is less than \$1,200. If it is greater than \$1,200 she must file a return by 15 March. When the man's period of postponement is over, he can then file a separate return or they may file a joint return which will replace the one she previously filed. However, the wife must attach a statement to her return stating that her husband is overseas, and that she reserves the right to file a joint return later. If she files on Form 1040, her husband may not later use Form 1040A, for the same year.

5. Can service personnel file joint returns with their

spouses?

Yes, a joint return can be filed, but service personnel cannot use their \$1,500 exclusion to reduce a civilian spouse's income. For instance, if a sailor earned \$1,000 service pay during 1943 and his wife made \$1,500, some sources have indicated that they have no taxes on their 1943 income because their combined exemption is \$2,700. However, while the wife can use the \$1,200 exemption, she cannot use any of the "left over" service exclusion the husband had. They would have to compute a tax on \$300. As a general proposition, it is more advantageous for a married member of the armed forces and his spouse to file separate returns for 1943 notwithstanding the fact that a joint return may have been filed for 1942. In any case where a member of the armed forces has less than \$600 of taxable income, after excluding \$1,500 service pay, and the spouse has more than \$600 of taxable income, it is, as a general rule, more advantageous for them to file separate returns on Form 1040 instead of Form 1040A. If a man and his wife file separate returns, they both must use the same form. If separate returns are filed on Form 1040,

(Continued on Page 65)

Page 13

Income Taxes: How to Fill Out the Short Form

With the most important questions answered (page 13), let's get down to the business of filling out form 1040A (reproduced on the opposite page with blank spaces numbered to match the instructions below).

The figures you will need include your total income for 1943, the amount of your 1942 tax, the payments made thereon and the amount withheld from your or your spouse's civilian pay during the year, and the amounts paid in September and December on the estimated 1943 tax, if any. If you paid any 1942 tax, you should have received a statement from the Collector of Internal Revenue showing how much you paid, together with a 1943 tax form.

Start by filling in your first name, Start by mining in your middle initial and surname, and, if it's to be a joint return, the given name and initial of your spouse. Also, give your rank or rating, as the tax examiners then will know your approximate service pay and understand why you perhaps have no gross income at all after excluding up to \$1,500 therefrom. Your address should be your official home address, since the return should be sent to the Collector of Internal Revenue of your home district. Under occupation, you may fill in "machinist's mate," "naval officer" or whatever the case may be.

List your employer as "U. S. Navy, Washington, D. C." and give the name and address of any civilian employer you may have had during 1943.

3. If your spouse was not employed and your only income was service pay, you can substract \$1,500 before putting down the first figure. In many cases this will result in \$00.00. If your spouse was employed and it is a joint return, you will add his or her earnings to any amount you have earned over \$1,500 service pay. Enter in Item 2 any dividends, interest or annuities you received. Your total income is the sum of Items 1 and 2.

Under Item 4 list the names of persons dependent upon you on 1 July 1943, other than your spouse. These can be children (under 18) or others who were physically or mentally incapacitated and obtained their chief support (more than 50%) from you. You are allowed credit of \$385 for each dependent (except one, if you claim status as head of a family); so subtract the total under Item 4 from your gross income. If you are not entitled to a credit for dependents, simply carry forward the figure in Item 3 to Item 5.

5. On the reverse side of the form (not reproduced on opposite page) is a table showing the tax on income for taxpayers of varying status. Check your net income, as shown in

Item 5, and note what the tax is in Column A, B or C, whichever applies to you. Enter this figure in Item 6. Then figure your Victory tax from the table at the bottom of the reverse side of the form. Enter the income shown under Item 3 on the face of the return on Line (a) and subtract \$624, or, if a joint return is filed, the amount of each spouse's income included in Item 3, not to exceed \$624 for each one. Multiply the balance on Line (c) by the applicable percentage appearing below and enter the Victory tax on Line (d), and carry it to Line 7 on the face of the return. The taxpayer's status, including number of dependents, on 1 July 1943, determines the percentage to be used in computing the Victory tax.

Regardless of whether or not 6. you paid any of the 1942 tax, the total amount would ordinarily be entered in Item 9. However, the special provision permitting persons who were in the service during 1942 or 1943 to recompute their 1942 tax may have a bearing on what figure you will want to use in Item 9. Whenever the total tax disclosed by the 1942 return is less than the tax on your 1943 income (Item 8), the 1942 tax should be entered in Item 9. A member of the armed forces on active duty at any time during 1942 or 1943 whose tax for 1942 is greater than the tax on his 1943 income, including Victory tax. should not enter the amount of his 1942 tax where it is called for on the form. Under such circumstances, the 1942 tax should be recomputed, after excluding the service person's earned net income for 1942. Earned net income means all salaries, wages, commissions or other compensation for personal services (less the expenses attributable to the earning of such income) not in excess of \$14,000. The definition also includes net income of not more than \$3,000 regardless of source. If, after recomputation, the revised 1942 tax is less than the tax on 1943 income, the latter figure should be entered in Item 9. If the revised tax for 1942, after recomputation, still is greater than the tax on 1943 income, the recomputed 1942 tax should be entered.

Next comes the ordinary fore-7. giveness feature of the return. Enter in Item 10 the amount appearing on Lines 8 or 9, whichever is the larger. If the smaller of Items 8 or 9 is more than \$50, enter such amount as Item 11A. Take three-fourths of Item 11A, or \$50, whichever is the larger, and enter it as Item 11B. This represents the amount of such tax that is forgiven. Subtract 11B from 11A. This represents the unforgiven part of such smaller tax. Under Item 12 enter the sum of Item 10 and 11C. This represents your adjusted tax liability for both 1942 and 1943.

Item 13A is the amount of income and Victory tax withheld by your employer. This would be zero in the case of personnel who have been in the service throughout 1943, since nothing is withheld from service pay. However, if you came into the Navy during 1943, your civilian employer must furnish you with a Form W-2 showing total wages and the amount of the tax which was withheld. Enter in Item 13B the amount you paid, if anything, on your 1942 tax last 15 March or 15 June. If you paid any taxes last September or December. enter the amount in Item 13C. Add the figures under A, B and C. This sum represents what you have paid on 1942 and 1943 taxes. If Item 12 (your total tax) is more than Item 13D (the amount you have paid), you owe Uncle Sam the difference.

If you have already paid more than you owe for 1943, then you have a refund coming and you can skip Items 15 and 16. If you owe any tax, it must be paid by 15 March, except that you can postpone until 15 March 1945 the payment of one-half of any amount appearing as Item 11C. Enter the amount you want to postpone paying in Item 15, and the amount you are enclosing with the return in Item 16.

Now comes the good news. If you have a refund coming (if Item 13D is larger than Item 12) enter the amount in Item 17. Then indicate with a check mark in the appropriate square whether you want the money refunded or credited on future taxes.

If you are making a joint return, both you and your spouse must sign at the bottom of the return.

Form 1040

Form 1040 is intended primarily for those with large incomes (over \$3,000, not including active service pay up to \$1,500) or persons who wish to claim more than average deductions. In certain cases, where the spouse of a member of the armed forces also has income, they will save money by filing separate Form 1040 returns as already pointed out. This can be determined by making out both returns and deciding which one would be filed most advantageously. The instructions above for Lines 9, 10 and 11 of Form 1040A are equally applicable to Lines 17, 18 and 19, respectively, of Form 1040. Anyone wishing to claim deductions for business losses, bad debts, charitable contributions, medical and dental expenses, etc., must use Form 1040. The tax tables on the reverse side of Form 1040A make allowances, however, for earned income credit, and for deductions approximating 6% of the amount appearing on Line 5 of the return.

READ THIS FIRST: You probably have paid a substantial part of your 1943 tax bill through withholding or directly to the government. You may have underpaid or overpaid. File this form. It tells you and your government whether you owe any more, or are entitled to any refund.

OPTIONAL U.S. INDIVIDUAL INCOME AND VICTORY TAX RETURN • CALENDAR YEAR 1943

This form may be used instead of Form 1040 if gross income is not more than \$3,000 and is only from the sources stated in items 1 and 2 below.

NAME

Please print. If this return is for a busband and wife, use both first names.

ADDRESS

Print street and number or rural route

City or town

Social Security

State

Do not write in these spaces
Serial
No.
Amount
Paid, \$
(Cashier's stamp)

	,1944 (Signature)	y me, and to the be	w knowledge and belief, is a true, correctly (Signature) tha husband and wife, it must be signed by	and complete return.
	Check (V) what you man I	by this amount	your tax (item 12), enter the dif-	10
Refund	ference You have 1943 payments (ite	s return (subtract iter	n 15 from item 14)	9
ayment	16. Enter the amount	d amount here	ent of the amount you owe up to	
erms of	one half of item 11c F-	March 15, 1045		
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You Owe				
and What				R
Paid	B Enter here the total sums you paid C Enter here any 1943 income tax p	d last year on your 10	your employer	
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	C Subtract B from A. This is the un 12. Add item 10 to the amount in item 11c	oforgiven part of the to	x. Enter it here.	
	larger. This is the forgiven part of C Subtract B from A. This is the top	of the tax	or \$50, whichever is	7
B., cmc33	A Fores in 2	A, B, and C below if ei	ther stem 8 or 9 is \$50 or less	
Forgiveness	10. Enter item 8 or item 9, whichever is	larger		
and	9. If you filed a tax return on 1942 inco anything, read carefully instruction 4 10. Enter item 8 or item 9, whichever is	i	of tax here. However, before enter	ing
Your Tax Bill	9. If you filed a tax return on 1942 inco	total here	······	
	8. Now add to	ngure your Victory to	X On item 2 T	
	6. Turn over this form and check the land you entered in item 5, find your inco	ome tax in the table.	applies to you. Then, using the fi	gure
	o. Turn over this form and check the	box at the top -1:	re. (Enter item 3 if item 4 is bl	ank)
	Subtract item 4 from item 3. Enter Turn over this form and check the layou entered in item and check the layout entered	er the difference b	dependent exce	one.
	Enter total dependency credit here. 5. Subtract item 4 from item 2.	dependents you listed above	you are not a married person living with n No. 6 on the other side of the form. If allow \$385 for each listed dependent exce	wife or
- openden	husband, you may nevertheless be the he	ich dependent. However, if	You are not a	-
Dependent	You was to	V		
for		1	If 18 years or over, give reason for l	isting
Your Credit	from you if they were not yet 18, Name of Dependent	Relationship	physically unable to support them	selves.
	4. List the persons—other than wife of from you if they were not yet 18, Name of Dependent	or husband—who on or were mentally	July 1, 1943, obtained their skill	
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	2. Enter here any amounts you receiv 3. Now add items 1 and 2 to get you	ved in 1943 in divide	ends, interest, and apportation	Total
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Official U.S. Navy photographs

HELLDIVERS on a carrier (above) roll forward to take off. Below: A Helldiver roars low over the shore as landing craft in maneuvers whirl through their buzzsaw circles before shooting toward the beach.



HELLDIVER

The Navy's New Dive Bomber Makes Debut In Smash at Rabaul

The Navy's newest air weapon, the Curtiss Helldiver (SB2C), is in action. With the Vought Corsair (F4U) and Grumman Hellcat (F6F) fighters and the Grumman Avenger (TBF) torpedo bomber, it completes, to date, the Navy's war-born aerial attack team. All four planes incorporate the lessons of modern warfare taught by battle experience since Pearl Harbor.

A fifth Navy combat plane placed in service since America entered the war—see opposite page—is the Ventura

(PV) patrol bomber.

In its first combat action, the 11 November raid on Rabaul, the Helldiver—bigger and heavier than any dive bomber previously used by our armed forces—accounted for the bulk of the extensive toll taken of Jap shipping.

The Helldiver squadron, from one of a number of carriers in the attacking task force, made rendezvous after take-off and, climbing to altitude, moved in on the enemy. As the harbor was approached, the squadron commander ordered his men to step up speed and then push over into their dives on the mass of shipping below.

At this time swarms of enemy fighters swooped in on the bombers and attempted to break up their formation before they could dive. But the escorting Navy fighter squadron successfully

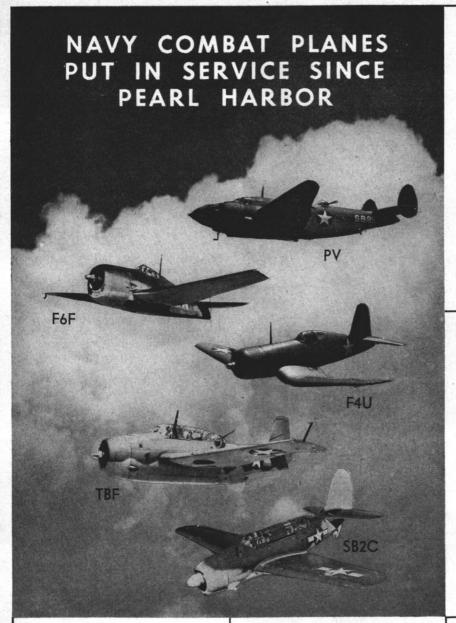
beat off every attack.

The Jap warships tried frantically to escape to the open sea; but the big, bomb-laden planes, backed by fighters and torpedo planes, gave them little chance. A Japanese light cruiser bore the brunt of the Helldivers' attack, suffering three direct hits which sent her to the bottom. Towering yellow flames from a heavy cruiser-probably sunk—led the attackers to believe their bombs had exploded the warship's magazines. One of the dive bombers laid its bombs on the fantail of a destroyer, which sank, while two others hit a light cruiser, blowing up its superstructure. A second destroyer also was damaged.

As the Helldivers pulled out of their dives—the dive bomber's most vulnerable moment—the enemy fighters again attacked. Many of the Helldivers escaped without being engaged. The others had to fight their way out and accomplished this without loss, destroying three Zeros and damaging one in

the process.

After the attack, in which more than 28,000 pounds of bombs were dropped, the Helldivers sped back to their carrier, utilizing all available cloud and rain squall cover. Two of the planes were lost near the carrier, due to exhaustion of fuel, but their personnel were saved.





PV "VENTURA"



F6F "HELLCAT"



SB2C "HELLDIVER"



TBF "AVENGER"



F4U "CORSAIR"



COAST GUARDSMEN and soldiers push shoreward by boat—and, below, on foot across dangerous pack ice in search of Nazi weather observers on Greenland. These sketches, and others illustrating this article, were drawn by a Coast Guard combat artist in Greenland.



When the Nazis

How the Coast Guard And Army Rooted Out Germans in Greenland

The Nazi dream of an invasion of the Western Hemisphere was realized in the spring of 1943—but was blasted in its early stages by U. S. Army bombers and a Coast Guard task force.

The German invasion consisted of a hidden weather station on the desolate coast of Greenland. It is believed to have existed for about two months, supplying weather information to U-boats and the Luftwaffe, before being destroyed by U. S. forces.

The presence of the Nazi invaders was first discovered by three members of the Greenland Sledge Patrol, a unique branch of the U. S. armed forces composed of free Danish citizens, who, subsisting mainly on game they shoot and trap themselves, keep a constant watch for Nazi intrusions in that cold, lonely country.

The Danes were patrolling the coastal areas and fjords along the east coast of Greenland. Approaching the northern outpost station on a routine patrol, they saw two strange men emerge from the station's hut and disappear into the hills. When they entered the empty station they discovered two sleeping bags, a green uniform bearing the German eagle and swastika, two Nazi daggers and some provisions. They hurriedly returned southward with the news and, because they were almost certain to be followed, prepared defenses as best they could.

A few nights later, one of the guards heard footsteps approaching the station. When he challenged, the Germans opened up with automatic rifles and machine guns. Realizing they were outnumbered, the Danes abandoned the station and fled south. Later, another member of the patrol, a Dane named Eli Knudsen, was killed as he came near a rest hut occupied by the Germans. Mushing through an Arctic snowstorm with his head swathed in furs, Knudsen did not hear the command to halt and continued on. When the Germans killed his dogs, Knudsen reached for his rifle but was mortally wounded before he could get it into action.

The next day, Marius Jensen, another patrolman, mistaking the Germans' dogs for Knudsen's, walked into a trap and was captured. The Nazis decided to destroy the patrol station at a nearby island and asked Jensen to guide them there over the shortest route. Persuading the German lieutenant that travel would be faster in two parties, Jensen sent one group off on a long roundabout route

Invaded the Western Hemisphere



A German naval officer, found near the destroyed Nazi weather station, is brought in by his captors.

and set out himself with the leader of the Nazi expedition. At the first opportunity, Jensen managed to overpower the German, seize his rifle and take him pirsoner. After a journey of more than 300 miles over icy waters, the Dane brought his captive into an Army outpost.

When word of the Nazi expedition reached the main U. S. northern base, organization of a task force was immediately begun. While Army bombers attacked the German-captured base from the air, tons of supplies and ammunition were poured into the holds of two Coast Guard cutters, the Northland and North Star. Specially trained Coast Guard landing forces and Army Ranger-type troops readied themselves for any action that might be necessary.

The start of the expedition was decidedly inauspicious. Shortly after sailing, the cutters became caught in a huge ice pack and valuable days

were lost before they succeeded in freeing themselves. The North Star, famous for its peacetime as well as wartime iceberg activities, nearly fought its last battle with the ice on this occasion. One huge berg came smashing through the pack, moving steadily down on the cutter which was held fast in its path. Chancing the lesser of the two evils, the cutter's skipper threw full power on the icechoked propeller. The ship was driven into the pack and escaped the berg, but suffered a mashed bow. When a shifting wind opened up the pack, the second cutter, the Northland, was forced to turn back and escort her injured sister to an Allied naval base for repairs.

In an attempt to dodge another pack, the *Northland* altered her course so that she had to go quite close to the coast of North Europe. A twin-engined Nazi patrol bomber, skimming the sea, spotted the cutter

and came over for a closer look. But when shrapnel from the Northland's guns began bursting uncomfortably close to its nose, the Junkers broke off its run and skidded off to the horizon.

Several days later the Northland again became locked in another ice pack and it was necessary to blast a path through the ice with half-pound TNT blocks, some of them exploding only six feet from the side of the cutter. The Northland finally made open water but with steam lines and lighting equipment thrown out of kilter by the TNT's concussions.

The U. S. force now approached

The U. S. force now approached the Nazi camp. On schedule and according to plan, Army bombers appeared and blasted the camp thoroughly. Word was flashed from the planes that there was no sign of life on the island or at the burned-out Danish station 30 miles to the south. Thrusting her way through swirling

ice floes, the cutter stood into the beach. The burned-out station was without a sign of life. When the landing party hit the beach, it discovered that the Army bombers had done a thorough job. Not a building was left standing. Frozen into the ice were bits of wreckage, life jackets and the splintered ribs of a lifeboat. Frozenover bomb craters pitted the ice so that the surface resembled a close-up picture of the craters of the moon. Everywhere were clusters of .50-caliber ammunition. The 20-mm. shrapnel much in evidence showed that the Germans had at least made a show of defending their base.

What the bombers hadn't destroyed, the surviving Germans had. Every building on the island was charred rubble. In one burned pile were fireruined lugers, tools and all the various gadgets needed to operate a weather station. The landng party was puzzled at first by the fact that, although most of the base equipment was destroyed, other material was undisturbed. A careful search uncovered full uniforms, cold-weather clothing and metal boxes of food, including Danish butter. A checkup on the generators and motors disclosed that, although they appeared to have been rendered useless, a good electrician could put them back in working order in a short time. Apparently, the Germans had hoped that reconnaissance planes or a small landing force would believe the base to be a complete ruin and leave without further investigation.

At the end of the first day the landing party returned to the Northland, but Captain C. C. von Paulsen, USCG, commander of the task force, elected to remain on the beach for the night with two men to continue the search. Searching conditions were excellent, it being the season of the midnight sun with light for the entire 24 hours of the day. But the three Coast Guardsmen little knew, as they groped among the rocks and poked into the frozen tundra, that they came close to death during the night.

Late next day a patrol was startled to hear an ancient phonograph scratching out a song in German. Investigating, it discovered a single German officer—the physician of the party, Dr. Rudolph Sennse—seated unconcernedly on a rock, tending the phonograph and holding a hand "potato-masher" type grenade in his lap.

After surrendering, Dr. Sennse told his captors that he had lost his dog team and sledge in an ice crevice and had returned to his camp only to see American tents on the beach. Enraged, he had sought a weapon to "strike one last blow for the Fatherland" but could only find one grenade. He never had the opportunity to use it, since Captain von Paulsen and his men fortunately always remained far enough apart to offer no single target.

Before the task force left the



U. S. LANDING FORCE of Coast Guardsmen and Army troops searches the rugged terrain for survivors of the bombed-out Nazi party.

wrecked base, additional evidence was discovered to strengthen the belief that some of the German invaders were still alive. A Coast Guardsman scouting the beach found a rubber life raft and a steel suitcase containing hand grenades. On a piece of the cardboard packing was a message in German, apparently to Dr. Sennse. It said, "You'll know where we've gone." Then followed a detailed chart of caches of food, ammunition and other gear.

Another day was spent digging out these hidden supplies, which included radios, hand grenades by the score, rifle and pistol ammunition, tinned food and warm clothing. The Northland's scout plane searched the area within its range thoroughly but, if the Germans were still around, they managed to keep well hidden.

All the time the U. S. forces remained at the base, German planes, although apparently not in sufficient force to attack, hovered about. One afternoon a huge black Junkers dropped down from the clouds and made for the ship but was evidently discouraged from bombing by the cutter's gunfire. About the same time, the North Star, some 35 miles at sea, reported that a large three-motored

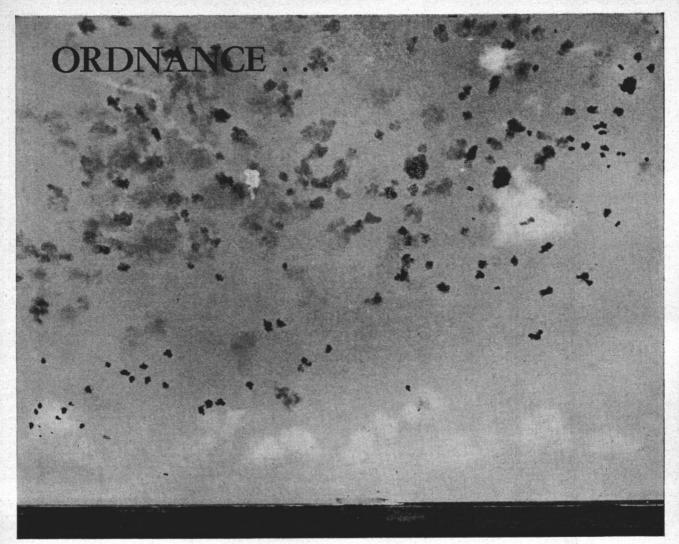
Blohm Voss flying boat had attacked her with machine gun fire but had been driven off.

The Americans remained at the base until the cutter's food ran low and it was necessary for them to leave.

The cutters then began their return trip. But once again the ice closed in on them. The Northland's propeller crashed against the ice and was twisted upward, reducing her speed by threequarters. With the cutter held inexorably in its grip, the ice pack drifted for several days while the vessel tried ineffectually to free herself. It was decided to try blasting again, although the betting was that the ship wouldn't take it, since it was now necessary to use 54-pound wrecking mines because of the thickness of the ice. Sometimes an hour's dynamiting won only a few yards through the ice, but slowly the cutter smashed her way out to safety.

Meanwhile, the *North Star* had also smashed a rudder but with the help of a jury rudder and a providentical wind she managed to reach open water.

When the ships finally docked a relieved soldier was heard to say, "Well that ends that." But the crews' only comment was "E-mo-gah"—Greenlandic for "maybe."



Official U.S. Navy photograph

It's Everything You Throw at the Enemy and Everything to Stop What He Throws at You

"The surface warship is doomed." This doleful prophecy followed in the bloody wake of Pearl Harbor. The airplane had revolutionized war at sea and given the Navy the greatest ordnance problem in its entire history. Immediate antiaircraft protection for the existing fleet was imperative. Production of such defense was demanded for even more than the fighting fleet itself. The greatest merchant marine in history and the ships of Allied nations were helpless without new and improved defensive weapons.

The Navy's Bureau of Ordnance had been vitally concerned with the development of antiaircraft defense since 1923. The impetus given this program by the war can best be exemplified by the results achieved. Today the modern warship is capable of throwing 10,000 pounds of antiaircraft projectiles into the air in 15 seconds of fire. The old-line "doomed" battleships have increased their antiaircraft weight throwing capacities 3,000%.

That the fighting surface ship is still very much with us needs no arguing today. The South Dakota wrote a new chapter to modern naval warfare and other fighting ships have added footnotes to the same theme. Without any help from supporting aircraft, U. S. naval vessels since the start of the war have knocked out of the sky more than 1,000 enemy air-

An enemy plane attacking a U. S. warship today has its work cut out for it in a disagreeable pattern. First, it must come through a heavy barrage of shells from the dual-purpose 5-inch gun which is so deadly, accurate and fast that the Japs still refer to it as our "5-inch machine gun." The plane that weathers the barrage of these heavy projectiles next meets the fire of the new 40-mm. batteries, which fire two-pound projectiles at a terrific rate. Once through this fire, there is still to be met the withering screen of explosives from the 20-mm, guns.

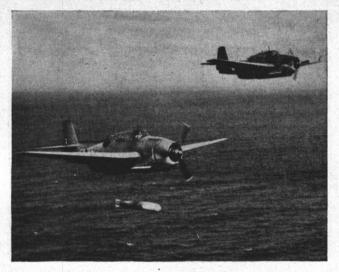
Even these small projectiles from

ABOVE: Ordnance in action as a U. S. carrier repels an attack by Jap dive bombers in the Battle of Santa Cruz.

the 20-mm. batteries are fuzed, highly charged and equipped with tracers. Each represents one-quarter of a pound of explosive deadliness for the hurtling plane attacker.

Although the development of the dual-purpose 5-inch gun was probably the most effective accomplishment of the antiaircraft defense program, the story of the American adaptation of the Bofors 40-mm. gun is most illustrative of the speed and ingenuity which the Navy applied to its most complex and important ordnance problem.

Four months before Pearl Harbor, the Navy learned of a new Swedish rapid-fire antiaircraft gun being used by the Dutch Navy. Captain W. H. P. Blandy, USN, later Rear Admiral and chief of the Bureau of Ordnance for the first two years of war, witnessed tests of the gun off Guantanamo, Cuba. The gun was the Bofors. Captain Blandy was impressed and advised the Navy to attempt to adopt it for our own purposes.



AERIAL TORPEDO drops from a carrier-based Avenger. Its delicate mechanisms will set it at the proper level and send it on a true course of destruction.

Several serious obstacles developed. Holland had been overrun by the Germans three months previously and the Admiralty had been unable to remove the gun designs to London. The gun also utilized certain Swedish parts. Designs for these were in Sweden and thus under watchful German eves. Some of the optical and electrical parts were of native German design

and, of course, unavailable.

There was, however, one set of the Dutch designs in Sourabaya, the Dutch East Indies. These were photographed on microfilm and rushed to Washington. The necessary plans still held in Sweden were purchased, hustled across Germany right under the Nazi noses, and flown to America. Our own optical and electronic engineers furnished the parts which had been originally German. The Navy's ordnance experts, by this time headed by Rear Admiral Blandy as chief of Bureau, were ready to go.

Here another difficulty arose. The Bofors gun had only single and twin mounts. Our Navy needed quadruple mounts for sufficient volume of fire. The problem was quickly solved by placing two twins on the same mount with a space between them.

Meanwhile, interpreters, designers and draftsmen had set to work with the original prints, translating from Swedish and Dutch to English. Dimensions, measurements and screw threads were converted to American standards. The mechanisms were redesigned for improved fire power, speed and automatic control.

So quickly was the Navy version of the Bofors gun perfected that it was practically designed and produced at the same time. Indeed, the first model was completed before the last drawings.

The Bofors quadruple mount 40mm. gun, one of the most effective antiaircraft pieces in the world, to-

Official U.S. Navy photograph

"TIN FISH" is shot from torpedo tubes of a warship. One of the most intricate of war implements, each torpedo has 5,000 parts and costs \$12,000.

gether with its companion the twin mount, was ready for the fleet in mid-1942. Despite technical and geographical difficulties described, this gun was in use in the antiaircraft program one year after the Navy first started on its development.

As vital as was the antiaircraft production program, it was only one of the multiple war calls made upon the Bureau of Ordnance. There were others equally pressing and equally exasperating. While perfecting the protection of naval vessels against enemy aircraft, the Bureau was as vitally concerned with improving the offensive weapons of its own air arm.

For the first time in American war history, also, the Navy found itself fighting an offensive torpedo war. Heretofore, torpedo defense had been the main problem. A two-ocean war, in oceans which have great physical differences, forced a new study of mine warfare. The ramifications of ammunition and ordnance supply were incredible. And even while production demands were backbreaking, conditions of the war changed so abruptly that an entire production program could become obsolete overnight.

And there were other technological. scientific and industrial worries. The scope of these can be visualized by a study of what constitutes naval ordnance. In the Bureau's own words, it "everything you throw at the enemy and everything which stops what he throws at you." Ordnance is a gun which throws a 1/2-inch projectile and another gun which throws a 16-inch one. It is a battleship turret which weighs as much as an entire destroyer and a secret bombsight of intricate and delicate design. It is electrical computing machines which "think" out the enemy's range and ponderous nets which block his subs from our harbors.

It is also armor plate, ammunition, mines, depth charges, booms, buoys,

anchors, moorings, pyrotechnics, explosives, chemicals, fuzes, sights, smokeless powder, smokescreen materials, hoists, rammers, finders, directors, flares, and a hundred other things.

Rear Admiral George F. Hussey Jr., USN, recently appointed chief of the Bureau, is a veteran ordnance officer who has spent most of his naval career alternating between sea duty and ordnance production and experiment. Until recently commander of a Pacific mine squadron, Admiral Hussey is a recognized authority on productionnewest and most important ordnance

problem.

Under Admiral Hussey's direction are 900 line officers (including 150 WRs), 120 enlisted men, 230 enlisted WRs and 1,500 civilians. The Bureau itself is divided into six divisions. Of the Bureau's 59 key officers, 37 have seen active service in this war and 22 of these have been in major battles. Fifteen have received citations. These officers also alternate constantly between sea duty and tours ashore so that first-hand information on the needs and results of ordnance programs can be constantly checked and examined.

First-hand knowledge is a prime necessity in a war of fantastic technological advancement. The innovations and development of offensive torpedo warfare offer a case in point.

The torpedo is the most involved and intricate projectile in the world. It consists of some 5,000 finelymachined parts. Each completed unit costs a sizeable fortune. It is, to quote a Bureau spokesman, the "no-man submarine."

Yet today torpedoes are built which can be thrown in a "curve." They are dropped from airplanes from a height which would break every bone in a man's body. There are in operation eight torpedo stations which produce more "tin fish" in a month than we

produced during the entire course of the last war. These stations turn out torpedoes which find their proper level and take dead aim on the target or, properly set, start off in one direction and, at the proper moment, swing around and go where they're supposed to go.

Of all the phases of naval ordnance, the most incredible strides probably have been made in the field of fire control. Modern fire control is almost unbelievable. High in the foretop of a fighting ship a man sets a supergunsight, called a director, on the target. He follows his target with the director for possibly two seconds. The director transmits its data to the control room.

In the control room, highly complicated instruments start to "think." The enemy's range, speed, and direction are calculated. Even such variables as the motion of the earth are considered. Almost immediately, the result is communicated to the turrets, for train and elevation which are applied automatically.

Gunners set their guns according to the findings and instructions of the machines, then blast away. An example of the volume and control of gunfire possible aboard a modern warship was recently offered by officers and men who watched one of them in action.

"We thought she was afire," they related. "She was a solid mass of flame."

All of this fire is directed with deadly accuracy despite the fact that a warship in battle is usually pitching and rolling and, furthermore, is blasting at an evasive target which is doing the same or at an aircraft target which may be moving at a speed of 300 knots.

The automatic fire control directors guide what is still the most powerful instrument of destruction in warfare—the battleship's 16-inch projectile. This weighs over a ton, travels at the rate of ½ mile per second, carries 25 miles, and has nearly pinpoint accuracy.

Although modern fire control is the result of years of scientific experimentation, the current war called for extensive revision and innovation. In recent months, for instance, virtually all naval action in the Pacific has been of three kinds—night surface action, antiaircraft and shore bombardment. The days of daylight "slugging matches" seem to have vanished with the Japs' overconfidence, at least until such time as Tojo sends out his ships from near-home bases.

Another new puzzle with this war was modern mine warfare. Mine warfare came of age in the last war, when some 80,000 mines were laid in the North Sea and effectively bottled up German submarines.

The Atlantic is considered by mariners to be a "shallow" ocean. Its mining is a relatively simple matter.

The methods of mine warfare in a "deep" ocean such as the Pacific are something else again.

The Pacific is at least five miles deep in some areas. Also, a great portion of it never has been charted in detail. The charts of some of the areas over which important battles have been fought are ancient and unreliable. Mine warfare in the Pacific has given the Bureau of Ordnance one of its most exasperating riddles.

Substantial progress has been made but no discussion is permitted of developments, since the key to defensive operations against mines is a knowledge of their purpose and the principle on which the weapon operates.

New and effective defensive measures against enemy mines also have vitally occupied the Bureau more than ever before. Protection of our vast merchant marine was a prime necessity if lifelines to both sides of the world were to be kept open.

One phase of this protection was the "degaussing" of merchant ships against magnetic mines. A magnetic mine is exploded by the electrical field created by the ship passing over it. A system of wiring and electrical charges, called degaussing, now neutralizes this magnetic field.

Our own merchant marine, as well as that of our Allies, also made one of the most imperative calls for naval ordnance. At this writing, more than 4,000 merchant ships have been outfitted with Navy guns and antisubmarine weapons.

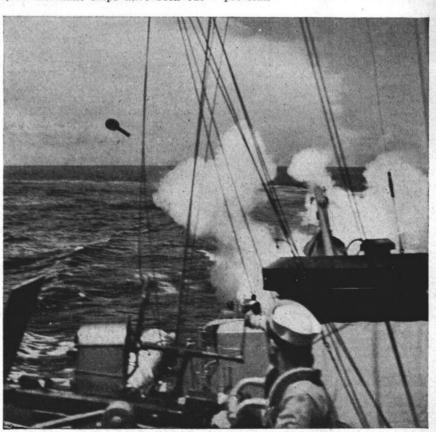
Further, the Bureau of Ordnance has supplied the ships of 21 Allied nations with Navy ordnance.

"Our merchant ships today," said Admiral Blandy in his last press conference as chief of the Bureau prior to returning to sea, "are better armed than some of our warships in the last war."

Probably the most exciting chapters in the history of naval ordnance will, someday, be the story of our Navy's experiments and development of secret weapons. While scarcely any reference can be made to secret weapons during the course of the war, Admiral Blandy recently admitted:

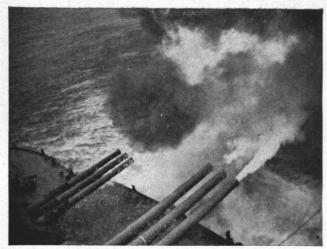
"Our secret weapons equal, or even surpass, anything the enemy has. One of our inventions was labelled impossible by foreign scientists, but we did it. All I can say is that it is an exclusively naval weapon."

All secret weapons are more or less the responsibility of the Bureau's Research Division. This unit is a scientific octopus which reaches into industry, laboratories, colleges, universities, libraries and every other technological proving ground. It utilizes the most famous talents of science and industry here and abroad. At this writing, Professor Albert Einstein is one of many far-famed scientists engrossed with a naval ordnance problem.



Official U.S. Navy photograph

DEPTH CHARGE: Set to explode at a predetermined depth and time, the "overgrown potato masher" goes burtling off the stern of a PC boat.



MAIN BATTERY of a modern U. S. warship pours forth smoke, flame and steel in action in the Pacific. Each gun throws a projectile weighing over a ton.

It is doubtful if the enemy has yet obtained any samples of Navy secret weapons. When a naval battle is lost, such weapons usually go to the bottom with the ship. When the Doolittle pilots took off on their Tokyo raid they removed the Norden bombsights (a Bureau of Ordnance development) and substituted home-made affairs. Some of the planes crash-landed in Japanese-held territory but the Japs are still minus the highly prized Norden sight.

With the war now turning from a defensive to an offensive struggle, the Bureau of Ordnance is faced with a set of entirely new tactical demands. Admiral Hussey is not only charged with maintenance and continued supply of the ordnance programs already under way, but he also must turn the Bureau's resources to production of implements of war to meet vastly changed conditions.



BOFORS 40-mm. battery, one of the world's most effective antiaircraft weapons, sends a protective stream of explosive skyward from a U.S. aircraft carrier.

The landing craft program, which currently has highest priority, calls for the development of special ordnance. A year ago rockets and rocket warfare, for instance, were unheard of in all save inner military circles. Today, the rocket is the most discussed of newer weapons in the public prints and conversation. Some official intimation of the strides in rockets and rocket planes has come recently.

Even as these new measures are perfected, however, newer and more modern countermeasures will call for still newer and more modern innovations.

Nor can these changing demands be calculated in advance. One example of the demands of expediency concerns PT boats in the South Pacific.

PT boats are primarily surface torpedo throwers. As they continued to cripple Japanese shipping, the Japs turned to armored barges and small coastal vessels as supply and replacement runners for their outpost troops. These craft are difficult targets for a torpedo because of shallow draft. Also, it hurts to send a \$12,000 tin fish after a target which may not be worth as much as the instrument of destruction from either a tactical or monetary standpoint.

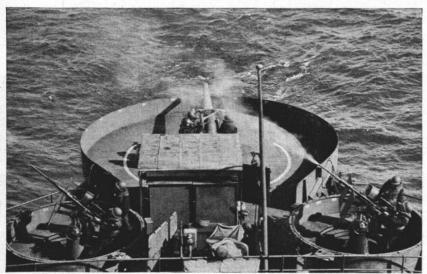
The PTs were outfitted with .50-cal. and 20-mm. antiaircraft guns but these were too light for penetration. They needed a rapid-fire gun capable of firing and destroying a barge. The answer was our old friend the Bofors 40-mm. Soon the dispatches were repeating "Our light naval units destroyed six loaded barges and damaged nine more..." President Roosevelt recently referred to these destructions as one of the real and important victories in the Pacific.

No ordnance expert could have foreseen that the defensive Bofors gun would be combined with the offensive PT boat to furnish a new naval weapon in a specialized field. But the combination offered an unexpected supply problem which had to be solved in a hurry.

The Japanese, incidentally, told their people via Radio Tokyo that our light cruisers were crippling their supply lines. Maybe they still think so.

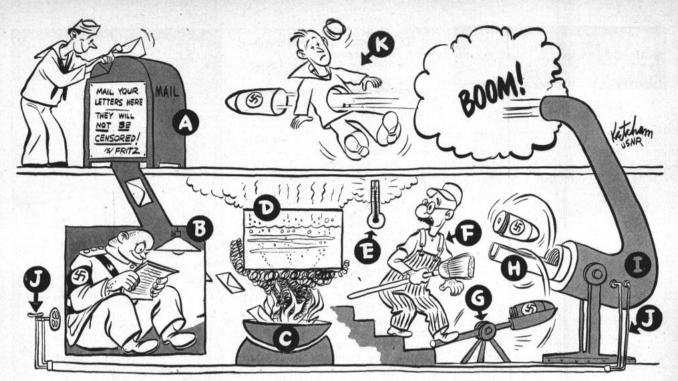
The Bureau believes that its discoveries and developments of this war will have a lasting effect on many phases of peacetime living. Already there is a basic optical industry which, expanded, will replace the prewar German monopoly. Naval ordnance has also been in the van in the development of plastics, one of the coming important industries.

The end of the war, however, will not stop the progress of naval ordnance. A peacetime program will be advocated which may offer an ordnance course in most scientific schools and colleges. Naval ordnance developments of today and tomorrow will doubtless open many new avenues of peacetime progress.



Official U.S. Navy photographs

BATTLE STATIONS on a large merchant vessel: A 4.5-inch gun and two 20-mm. Oerlikon antiaircraft guns are manned by Navy Armed Guard crews. Even U. S. merchantmen in this war are better armed than some warships in World War I.



CAUSE AND EFFECT: Sailor drops letter into local mail-box (A) in foreign port. Letter slides down tube into room (B) and is thoroughly read by Nazi agent, who then slips it through slot into trouble-distilling apparatus (C). Burning letter boils witch's brew (D), causing thermometer (E) to rise rapidly.

Janitor (F) starts down basement stairs to fix furnace, stepping on teeter-totter (G) and catapulting projectile into loading chute (H) of gun (I), which is swung into position by secret range finder (J). Gun is fired and eliminates letter writer (K). Next of kin will now hear about him after all.

Don't Shoot the Censor!

It's His Job to Keep You From Risking Your Own Neck—And He's Smarter at It Than You May Think

A merchant ship pulled carefully down the harbor in the brief tropical dusk and headed for sea. Wary but contented, most of the merchant seamen aboard her were in a pretty good mood. Destination: the U. S. A.

The ship's sailing had of course been kept secret. But as her crew made the rounds of bars and restaurants the previous night, conversation had loosened up; it hadn't seemed harmful to tell 'someone friendly—an American sailor—that the course was for home.

Gazing back at the fading harbor, one of the crew fingered the edges of a small addressed envelope. He remembered the words of the sailor who had nervously stuffed it into his hands the night before:

"See if you can mail this to my folks when you get back, then it won't have to be censored."

But it's a long voyage home. And there'll be plenty of risks en route:

▲ There's the possibility of air or submarine attack sinking the ship before papers or mail can be destroyed. If this happens, letters will be the first thing the enemy will search for.

▲ Another chance: the seaman himself

may, in abandoning ship, forget to destroy the letter. If he's captured, and found with it, it will certainly be used as one of the keys in enemy questioning.

▲ There's even the possibility that Axis agents, disguised as native long-shoremen, may board the ship at some neutral port en route and pry into the crews' property.

▲ And as the ship nears friendly waters, legitimate investigation by Allied security officials may uncover it.

Let's assume, however, that the

seaman gets across without trouble.

When he arrives in port, his worries begin all over again.

By federal law mail must be censored when it arrives in the United States. Every merchant ship is boarded at port by a U. S. Customs official, and his thorough inspection of personal property is well known. Chances are that Customs will discover the letter in the man's belongings.

And even if the seaman carries it on his person to get around that, he'll have some anxious moments when he's personally interviewed and asked whether he has any papers he hasn't submitted for examination. It's true, letters do get by. Suppose, for a moment, your letter passes Customs unobserved. It finally arrives at the door of the girl friend. Of course you've told her not to mention receiving this letter, not to breathe where you are. And she probably won't talk about it to anyone—except you.

What do you think the censor of incoming mail back aboard your ship is going to think if he happens to glance over her letter and finds: "Gee, honey, I'm sorry the weather was so foggy, but you'll feel better when, as you said, you've moved up to ——."?

Letters like yours may seem innocent enough; but the business of enemy espionage is to sit around patiently putting little odds and ends together until they add up to useful military information.

Better for all concerned that your letter is picked up by the Customs or Allied security; that your exploits never reach your favorite pin-up but get turned over to some thoroughly unsympathetic censor.

What happens then?

U. S. Customs is responsible for checking all letters not carried in the

HOW TO DUCK THE CENSOR...



Mail letter in local post box in a foreign port .



@ Slip it to a seeman to mail when he gets nome.



@ write it in code.



regular mail. Any discovered not bearing the censor's stamp are handed to national censorship.

A part of the international mailing system, national censorship is the organization which checks and inspects everything—mail, documents, packages—arriving in this country, regardless of prestige or importance. And it doesn't often make slip-ups.

An uncensored letter is reviewed and, if the information in its contents in any way violates the Navy Censorship Regulations, the letter will probably never reach its destination.

This is the same sad ending which comes to any correspondence not routed through regular Navy mail.

There's the sailor—a really savvy boy—who delights in skipping the censor by his own personal mailing route. Given shore liberty at a foreign port, he whisks off to mail his very private letters in some local mail box. He doesn't succeed in avoiding the censor. His mail goes through the same procedure: when it arrives in the States it's snatched up by national censorship.

But he'll hear of his mistake.

For the sad ending which befell his correspondence does not end the matter for the writer of the letter.

Whether or not what he has written amounts to serious transgression, he has broken a rule in the Navy Censorship Regulations. His commanding officer will be notified and his punishment will then be meted out, perhaps a reprimand, but maybe court martial.

Navy Censorship Regulations are not iron-cast shrouds to bury all correspondence between personnel on foreign duty and their friends at home. Generally, a man can communicate by almost any means: letter, postcard, telephone or telegraph, or radio. What is prohibited, however, is mailing at random at overseas ports: "local mail boxes, YMCA establishments, USO centers, Stage Door Canteens, and similar organizations..."

Personnel abroad or at sea can, in addition, send photographs home. But if your lovely view of the New Guinea shoreline has several transports in the background, the censor won't judge it strictly on its artistic merit.

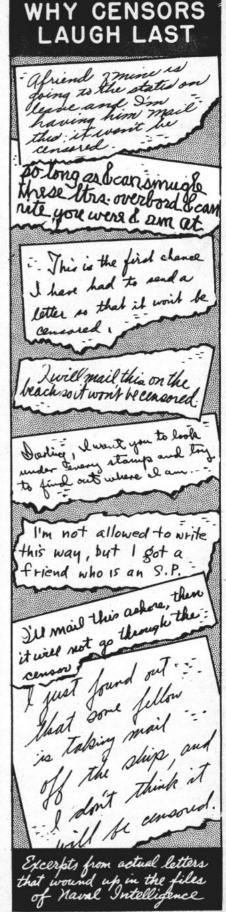
Some other points emphasized by the regulations:

▲ It's common sense not to talk about the location or identity of your ship; even "...baby, if you get this letter on Tuesda, I'm at the day before," isn't going to fool anyone, least of all the enemy.

▲ The guns or equipment you use are your own protection—keep them your own business; don't gloat over them to your buddy stationed in the States. ▲ Nor is it anyone's business where you're going, where you come from or

you're going, where you come from or how you feel about the way the war is being fought. Personal views on naval strategy will find only one really appreciative audience: Axis agents.

A routine job may get dull to you



If You Don't Write About These Things ...

"Under no circumstances shall open or hidden reference be made in any personal communications or messages to any of the following . . .:

"(a) The location, identity, movement, or prospective movement of any merchant ship, aircraft, naval vessel, or naval or military force....

"(b) The defensive or offensive forces, weapons, installations or plans of the United States ar her allies. Discussion of strictly naval information such as fire-control apparatus, turret gear, torpedoes, mines, guns, target practice, radio apparatus, aviation equipment, contents of secret or confidential publications, etc., is also prohibited.

"(c) The production, movement, or supply of munitions, or the location or progress of war industry in any form.

(From Censorship Regulations for United States Navy)

or messages to any of "(e) The effect of enemy operations, or casualties to personnel or material suffered by the United States or her allies, previous to the official publication of

such information.

"(f) The criticism of equipment, appearance, physical condition, or morale of the collective or individual armed forces of the United States or her allies.

"(d) The routine or employment

of any naval or military unit of

the United States or her allies.

"(g) Matter, the dissemination of which might benefit enemy military, economic, or financial interests, or which might interfere with the national effort of, or disparage the foreign relations of, the United States or her allies.

"(h) Details of meteorological conditions shall not be disclosed; only general discussion of weather conditions will be permitted."

and lose its importance, but "...if we have target practice again I'll go to regulations, should be

you to sleep for a long time.

Sometimes, when your tongue gets tied with enthusiasm, letters spill prohibitive information innocently. You want to get a greeting through in a hurry, and fussing around with

sleep ... " may give the enemy the

dope on your training that will put

careful prose is a handicap.

Here's the solution: stock cables. For around 60 cents, a man can, say around the 14th day of this month, wax romantic with the strict okay of his censor.

Called EFMs (Expeditionary Force Messages), they cover almost every conceivable topic: correspondence, health, promotion, money, congratulations, greetings ("Kisses," "Love and Kisses," "Loving Thoughts," "Fondest Love Darling," "All My Love Sweetheart").

For someone not moved to this flood of tenderness, and having a send-methat-five-you-owe-me-you-louse sentiment in mind, SCMs (Sender's Composition Messages)—you write them yourself—are recommended. These, of course, are also subject to censorship.

There's one exception to the regulation on not using addresses: the Armed Guard. When it is expected Armed Guardsmen will be overseas for some time, they can, subject to approval of the censor, cable a coded address to their U. S. correspondents. This coded address will be supplied by the senior officer stationed ashore at the point of origin of the message.

Telephone calls, permitted by the regulations, should be made on a person-to-person basis, and must have written permission of the commanding officer. Censors stand by in the U. S. while the call is being made to or from overseas.

It's the job of the commanding officer of a ship or station to appoint the chief censor aboard. On small units this job has usually been given to any one of the officers present.

Now, more often, censors are being selected from the Intelligence Volun-

teer Service, made up of officers formerly attached to the Office of Naval Intelligence in Washington. Assistant censors may be specially selected enlisted men; in the Armed Guard crews they usually are.

Aside from study of the printed regulations, there is no official training program for those assigned to censorship duties, although occasional lectures on censorship rules have been

given to men at sea.

It's a common illusion that the duties of the censor *must* be fascinating. But reading other people's mail has, to most censors, the atmosphere of trying on other people's hats. A censor just is not interested personally in how you write. His concern is *what* you write—whether you might tell the enemy something that would endanger the lives of the men in the fleet.

Sailors are ingenious young men. And for some the idea of pulling a fast one on censorship seems to become a fixation. Codes and hundreds of obscure little methods are tried—but without success.

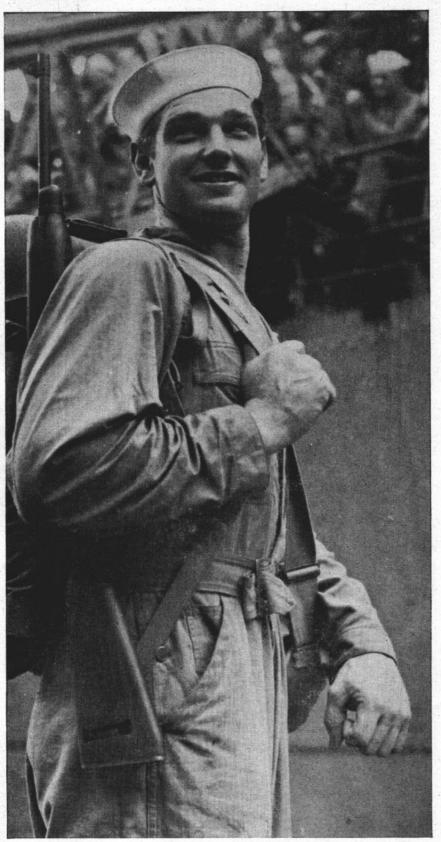
Some of these amateur cryptologists get tricky with the use of numbers and work them into innocent-appearing statements so as to identify a certain port or station. It doesn't get by the censor; he's a cryptologist too. Another device tried in vain is the use of "i"s and "t"s so that the dots and crosses form a code message.

Before you start figuring out new angles on steering around the censor, remember that there are more than 50 ways, listed in Navy Censorship Regulations, to break down your tricks.

But even if the censors didn't have any ways to break your code, it still would pay you not to try to avoid censorship—because, when it gets right down to it, censorship is for your protection.

Your Letter Will Get This Decoration

CAN DO, WILL DO ... DID!



Official U. S. Navy photograph

READY TO WORK OR FIGHT: This young American, typical of the jacks-of-all trades who form the Seabees, is en route to the South Pacific.

That's Watchword of Seabees, 2 Years Old And 262,000 Strong

With a thrilling chapter of achievement under fire behind them, the Navy Seabees on 28 December commemorated their second birthday—a new arm of the nation's first line of offense; a force 262,000 strong, skilled in the arts of peace and the newer science of destruction.

The recent bloody encounters at Tarawa and elsewhere in the South Pacific have added glorious passages to their brief history. They now can share with the marines that famous slogan, "The First to Fight."

For slogans, the Seabees have their own. They have emblazoned upon their banners these words: "We Do the Difficult Immediately. The Impossible Takes a Little Longer." Coined first as merely "Can Do," the watchword has now grown to "Can Do, Will Do—Did." The stevedore battalions of this outfit have the motto: "Keep the Hook Mov-

ing."

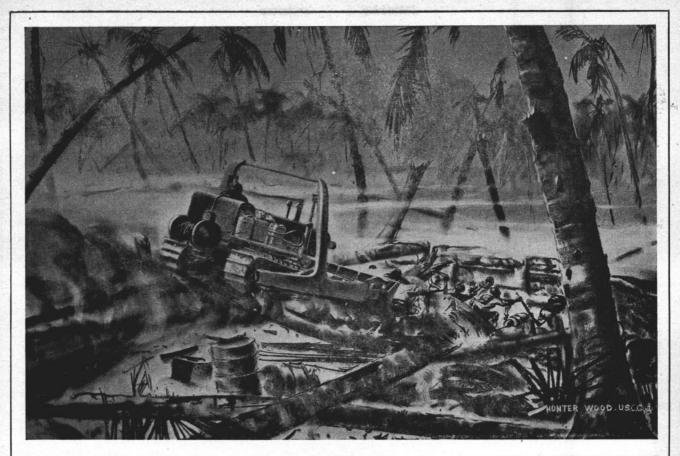
The Seabees are a select outfit. Recruiting to their ranks is now closed, except for officers, who still are sought if they have special qualifications. The Navy already has enrolled the full enlisted complement, and the last Seabee boots are at present completing their training.

Recent news has furnished an illustration of the speed with which they work. Secretary of the Navy Knox told newspapermen that at Tarawa the Seabees disembarked with the first wave, were working while the fighting was going on, and had the airfield in commission with planes taking off four days after the initial attack. The landings in Africa, Sicily, Italy, the Aleutions and those in the South and Southwest Pacific saw the Seabees on the beach with the first outfits. Mr. Knox recalled that one of the first two officers killed at Salerno belonged to the Seabees.

The job of the Seabees is to build advanced bases. At such bases are kept the stores of the fleet. There the fleet refuels, takes on new provisions and additional ammunition.

One of the Seabees' first jobs was to establish fuel bases in the South Pacific, where the convoys carrying troops and supplies, and their protecting naval forces, could refuel on their way to Australia. The Seabees did not create those fuel bases, however, until they had first constructed the gun emplacements to defend them from attack by sea or air.

When the Allied forces in the South Pacific began their drive at New Georgia on the Munda airfield, the Seabees, after landing under fire, helped



SEABEE BATTLE: The drawing above, by a U. S. Coast Guard artist, depicts the dramatic scene on Mono last October when, during the U. S. conquest of the Treasury Islands, a Seabee rolled his giant bull-dozer over a live Japanese gun emplacement. The driver, according to a war correspondent's report, approached from the rear, raised the bulldozer blade as a shield against enemy fire, then rolled over the coconut-log shelter, burying its 12 Jap occupants. The official U. S. Navy photograph at right shows the wreckage after the action.



unload supplies from ships. That done, they fashioned a crude corduroy road—the only type possible on the swampy terrain—and over this roadway moved the artillery, the shells, the food, the medical supplies and all the myriad of supply items which made it possible for the Allies in a few weeks to blast the Japs off Munda and pass on to other offensives in the Central Solomons.

Even before a base has been taken by our forces, the Seabees have the job of helping to get the supplies ashore. This involves not only actual unloading, but the fitting together of lighters and the construction of temporary orpermanent wharves and other landing facilities. Once the supplies are ashore Seabees must immediately move them off the beach where they are vulnerable to air attack. This requires the construction of storage facilities and bivouac areas. One of the earliest jobs of the Seabees is to aid in setting up defenses, Another is the construction

of roads over which supplies may be moved.

Once established on the ground, the Seabees construct the advanced base. The variety of such construction is considerable. It includes airfields, barracks, hangars, machine shops and storage facilities for fuel and supplies of all kinds, including powder magazines and underground storage tanks for aviation gasoline and fuel oil.

Seabees dam mountain streams and pipe fresh water to the base, or set up water purification systems. They install telephone and electric systems, including loudspeaker air-raid warning networks. They set up refrigeration plants and malaria-control works, cantonments and hospitals, and repair facilities to service everything from damaged warships to broken machine guns.

Seabees often are detached and go in small or large detachments or units away from their bases on special work. Thus, the aircraft carrier Enterprise

was repaired while en route to battle and back, and the Seabees aboard her for that purpose actually were working on the vessel while she was in combat.

There have been several other instances of ships being repaired by Seabees. An outstanding example was the Uss Alchiba (later awarded a Presidential Unit Citation) which was beached after suffering severe torpedo and fire damage while carrying supplies to the Solomons area. Although first given up and announced as lost, the Alchiba was repaired sufficiently to permit her return to a repair base. Seabees played a large part in making those emergency repairs which made possible the eventual saving of this vessel.

As part of their day's work Seabees saved troops from a bombed vessel off Sicily by jamming a causeway between their rescuing ship and the doomed vessel. Over this causeway the men ran to safety, Another vessel was bombed,



and a team of four Seabees rescued 90 men from that vessel, pulling them out of the water. Meanwhile Seabees went about their job of unloading supply vessels and also salvaged 100 small boats which had been used in creating

the invasion bridgehead.

The salvage dump is a treasure store to inventive Seabees. Faced with the shortage of machinery, they have proved that "necessity is the mother of invention." Such ingenuity had its reward in ice cream for dinner one night in a tropical clearing bounded by sea and jungle.

After unloading the last of a long line of transports, the battalion of stevedore and longshoremen specialists was in the mood for a celebration. The cook took stock:

"We've got some powdered milk, eggs and sugar, so we could have ice cream if you fellows would go a little light on the sugar in your Java for awhile. But you might as well forget it. We don't have an ice-cream freezer."

"Don't take anything for granted," someone yelled back, and the Seabees

went scavenging.

One man chiseled the head off a big oil drum. Another found a smaller drum and fitted it into the larger one, with just enough clearance for brine. A discarded brass tubing was wound around a palm stump to make a cooling coil. Fins for the agitator were cut from a big artillery shell, and brazed onto an old steel shaft. With other asserted items, the collection was assembled, polished and tinplated, then hooked up to a dough-mixing machine and refrigerator. In went 10 gallons of the cook's mix, and out came ice cream.

Seabees adapt themselves to whatever materials and supplies are available. Thus, after oil drums had been used in carrying fuel to the South Pacific, Seabees used the empty drums for making culverts along swamp roads, hot-cake grills, trusses to reinforce building construction, buoyants for rafts and even for a small floating drydock, basins, tubs, piping and riprapping; drums were flattened by rollers to make roofing material, filled with sand and used as baffles for buildings.

One chief shipfitter built the following machinery, mostly from the scrap heap:

A 23-inch drill press, made from an automobile transmission, 8-inch channel iron and two bomb-bay screws from a B-17.

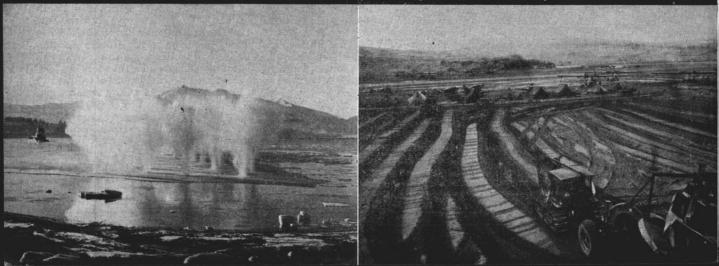
A lawnmower, complete with 2-horsepower motor and a set of tires.

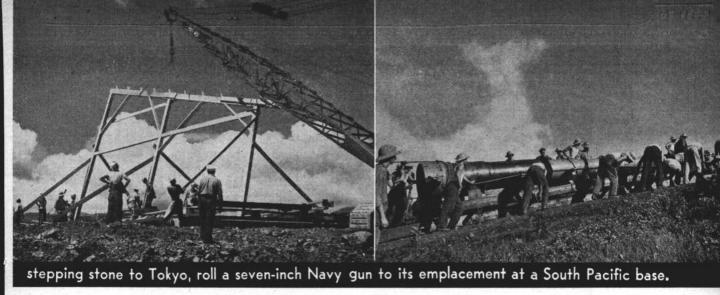
A bolt threader constructed from an automobile transmission and a pipe vice.

One of the special Seabee battalions trained particularly for the job of getting supplies from ships to shore at advanced bases has been commended four times-by any Army commander, a naval base commander, a Marine commander and a Navy service squadron commander. One of the naval officers said that the work of this battalion "helped to eliminate one of the principal bottlenecks to the war effort in the South Pacific." When the battalion arrived at a South Pacific base, it found the port congested with a number of ships riding at anchor while unloading, offering tempting targets for Jap bombers. The Seabee specials turned to and got the ships unloaded quickly and sent back to home ports.

Another battalion made possible one of the springboards of attack in the New Guinea offensive last summer by carving an airfield out of a dense tropical jungle under torrential rains in 13 days. During the first 11 days, 16½ inches of rain fell. The fighting builders landed early on the morning of 2 July, and by 0700 the work was under

SEABEES FIGHT A WINTER WAR: They blast up ice in Kodiak Bay, build a base on Adak,





way while supplies were still being unloaded. Huge trees had to be dynamited. Bulldozers burrowed their way through dense undergrowth. Work continued 24 hours a day in spite of the deluge and bombing by the Japs. By 14 July a 3,000-foot runway 150 feet wide had been surfaced with a foot and a half of crushed coral rock and was ready for use.

Working under extremely adverse conditions, a group of Seabees in the winter of 1942 recovered and repaired a section of floating drydock which broke loose from its tow during a gale and was threatened with complete destruction on a rocky coast.

The first citation to be earned by a Seabee was awarded for defending construction work in the Solomons in October, 1942. Lawrence C. Meyer, S2c, USNR, of Toledo, Ohio, was awarded the Silver Star posthumously for manning a machine-gun during an air raid and firing on Jap Zeros. Shortly afterward he was killed in action while working on a pontoon barge, loaded with gasoline, which was struck by an enemy bomb.

The Seabees defend what they build—defend their installations with their very lives, if need be. Times have changed indeed from the day the Japs

rained fire and ruin upon the relatively helpless civilian construction workers at Wake, Guam and Cavite. Today, the Seabee can grab a gun, a grenade, an antiaircraft shell just as readily as he can use his saw, his wrench or other tools of his craft. Pearl Harbor and its aftermath emphasized the need for just such an organization.

Capt. John R. Perry (CEC), USN, prepared and launched the Seabees plan. For his outstanding work he was awarded the Legion of Merit.

In October, 1941, the Navy Department approved the organization of an experimental construction company of 99 men. This was really the genesis of the Seabees, but it was not until 28 December 1941 that Rear Admiral Ben Moreell, USN, chief of the Bureau of Yards and Docks, officially inaugurated the Seabees. The popular name, however, was not officially adopted until 17 March 1942.

A list of the principal trades and skills represented in a construction battalion usually includes: blacksmith, bulldozer operator, carpenter, concrete worker, construction worker, crane operator, dredge deckhand, quarry driller, electrician, engine operator, excavation foreman, dredge fireman, gas and Diesel engine repairman, labor

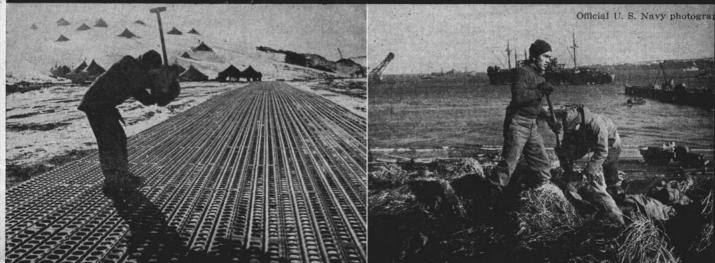
foreman, launchman, dredge mate, mechanic, oiler, shovel operator, painter, piledriver foreman, pipefitter and plumber, pipelayer, powderman, rigger, road-machine operator, sheetmetal worker, coppersmith, steel worker, telephone man, truck driver, water tender, welder, wharfbuilder, baker, barber, boatswain, chainman, chief of party, cook, chauffeur, clerk, diver, draftsman, instrumentman, mail clerk, photographer, rodman, sailmaker, steward and storekeeper.

On their second birthday the Seabees received congratulations from many notables, including Secretary Knox, Admiral Ernest J. King, USN; Rear Admiral Moreell and Lt. Gen. (now General) Thomas Holcomb, USMC.

But the highest praise came from President Roosevelt, who said:

"I have followed with personal interest and admiration your record of achievements at home and on all our fighting fronts... Your war effort is outstanding because you accomplish three great purposes which enable our fighting forces to carry on the offensive. You build, you fight, and you repair. You are prepared to repeat the operation whenever necessary—you go forward together. I congratulate you and wish you good luck and God speed."

lay a landing strip for planes and fill sandbags for a machine-gun emplacement at Amchitka.











Survival in the South Seas

The Story of a Naval Aviator's 20 Days on a Raft, With Notes by BuM&S on What He Did to Keep Himself Alive

By Lt. (jg) GEORGE H. SMITH

On 14 July my flight took off from Guadalcanal at 1330 for a routine combat patrol over Rendova and Munda. We were flying Grumman Wildcats. En route to Munda we encountered a series of thunderheads that were so well developed that we could neither go over nor under them. We were, however, able to circle the storm to the south, and arrived on station one hour late.

Though our mission was combat patrol, we found it necessary to start home almost immediately, for we had barely enough gas to get us home by skirting the storm to the south as we had done coming in. We decided that it would be best to fly "on the water," following the coast of New Georgia as far as possible, then go "on instruments." Flying through the clouds on instruments, we hoped to break out by the time we got to the Russell Islands.

My compass, unfortunately, was not working, so my only hope was to fly wing on someone whose instruments were all intact. Shortly after entering the clouds at the eastern end of New Georgia, our formation dispersed and every man was on his own. It would have been foolish for me to continue on instruments with a compass I couldn't depend on, so I returned to Rendova. I decided to try to go around the storm to the south and possibly get close to the Russell Islands before running out of fuel and facing a landing in the water. I followed that plan, but the storm had moved farther south, and when I came down in the water at 1900, I was between 50 to 70 miles south of the Russell Islands.

Landing a Wildcat on the ocean is like dropping a pebble on the water. The water impedes its progress, but it continues to go down. After the belly of my plane hit the water, the plane went forward 15 or 20 feet, then nosed down for Davy Jones's locker.

Fortunately, I was prepared. I had the hood locked open, and I had an extra canteen and an extra emergency kit on my parachute harness. My shoulder straps and safety belt were drawn as tight as I could get them. When the plane stopped its forward motion, I disengaged the safety harness, kept my parachute buckled on me, gave a hard push with my legs and went about five feet up to the surface

My rubber raft was of the small, one-man, seat-pack type that is an integral part of the seat-type parachute. Once in the water, it took about five minutes to unpack and inflate the raft. It was dark when I landed on the

This naval aviator's experience in the South Pacific attracted considerable attention when it was used as the basis for a sequence in the comic strip, "Don Winslow of the Navy." His informal report is reprinted here in main, with several panels from the comic strip used by permission of Bell Syndicate, Inc., and with interpolated comments (in italics) prepared by the Bureau of Medicine and Surgery as a guide to other personnel who may find themselves similarly at sea.

water but, despite that fact, I finally succeeded in removing and inflating the raft. I dumped my heavy, watersoaked parachute pack into the raft and painstakingly worked myself aboard, being careful all the while not to capsize the raft and run the risk of losing it in the dark. Completely exhausted, I lay athwartships for almost five minutes, vomiting up the sea water I had swallowed during the struggle in the water. When I was sufficiently rested, I worked myself farther into the raft and assumed the sitting position from which, but for a very few exceptions, I was not to stir for 20 days.

The night air blowing through my water-soaked clothes gave me a chill, but I shivered for nearly two hours before I finally weakened and decided to unpack my parachute for a blanket.

(This is an example of why the Navy is so interested in exposure suits.

The Naval Medical Research Institute is working on a suit which will meet these needs. Lt. Smith's experience also shows that a tarpaulin to serve for protection and for collection of rain water should be a part of all raft equipment. Extra pieces of his parachute might have been used as a sea anchor.)

Once unpacked, the chute was so big and clumsy that there was not room in the raft for all of it. I therefore cut off half the shroud lines and stowed them in the raft against possible future need, and cut off the top half of the canopy to use as a blanket. The rest I tied in a bundle, secured to the raft with an eight-inch length of shroud line, and, along with the pack and harness, threw them overboard.

By this time, the moon was well above the horizon. It was a friendly, full moon, which I was destined to observe through one complete phase before it should finally disappear and leave me lost and lonely amidst endless black nights. I decided to try to get a little sleep. Unable to lie down in the little raft, I devised a method of sleeping in the sitting position. I tucked my parachute silk under my feet, pulled it back over my knees and over my head, then tucked it in behind me. The silk would then support my head, throwing the weight against my feet. Even with that device, I was unable to get more than two or three hours of sleep each night. The waves and swells were consistently 10 to 20 feet high. As soon as I would doze off, a wave would break over the boat and wake me up. Then I would bail out the water, doze again, another wave, and so on into the night.

The days were hot, the nights were cold, and the wind and waves were merciless. To combat the heat of the day, I kept my flight suit, helmet, shoes, sun glasses and even my gloves on. I made a mask out of parachute silk for my face. As a result I suffered very little from sunburn. My light brown hair bleached to a pale yellow despite my helmet's protection.

(This was the very best thing he









could have done. Use of this improvised mask was an excellent idea. Sunburn cream would have been most useful. The Navy has an effective sunburn cream which will be standard equipment soon.)

The wind and waves presented a much more difficult problem than the sun. I kept my sea anchor out so the raft would ride "bow-into-the-waves." At night, my parachute silk reduced the shock of being hit by breaking waves, but it did not keep me dry. The constant pounding of the waves was nerve-wracking. I soon started cussing at them. The cussing gave way to screaming, and then I got hold of myself. I stopped and prayed for strength to withstand the merciless pounding.

I carried morphine syrettes in my emergency kit for relief from severe pain. When my nerves seemed near the breaking point, I used the morphine to give me relaxation. When I was under the influence of the dope, the pounding of the waves ceased to irritate me. I resorted to it on three different occasions, all at night.

(This was wise use of morphine syrettes and this shows the reason why they should be in every emergency kit.)

The three weeks that I spent adrift in the Coral Sea were not without their exciting moments. I had always wanted to see a whale, and during the first week that wish was fulfilled six times. The first appeared on 16 July. I heard a noise like large rollers breaking on a beach. Looking in the direction of the noise, I saw two whales of the sperm whale or blackfish type. One was coming right toward my raft. He would roll on the surface of the water, blow, then submerge for almost 100 feet before coming to the surface to roll and blow again. I tried to paddle out of his way, but could make no headway in the heavy sea. I thought of shooting him with my pistol but soon realized that I could not kill him with such a small weapon and that the shot would just enrage him. I put my pistol and paddles away, checked to see that all my equipment was secured to the raft, inflated my "Mae West" and waited for the crisis.

(It is of utmost importance to secure all gear to the raft as soon as possible.)

The whale came to the surface, put his nose against the starboard side of the raft, pushed it about 10 feet through the water and then slid under the boat. He was about 40 feet long and, as he slid under me, every inch of the 40 feet seemed like a mile. The water was clear as a crystal ball, and I watched that huge mammal submerge to the port side of the raft. He continued on his way, rolling and blowing as he went.

At dusk on 18 July I heard a very violent splashing off my port beam. On closer observation I saw what appeared to be a fight between a marlin and a mackerel. The marlin was seven or eight feet long, had an 18-inch "spike" and apparently was trying to catch the 30-inch mackerel. The fight was one of the most violent actions I have ever witnessed. The two fish came directly toward my raft and the last time they jumped out of the water and splashed back in they were just three feet from me. I had visions of the marlin's "spike" piercing my raft and leaving me on the ocean without a seat. God must have been with me, for the fish disappeared and I didn't see them again.

On 20 July I saw the first of many Japanese planes that I was to see before being rescued. I drifted on course of about 300 degrees deep into enemy waters. A few enemy planes passed directly over me as low as 500 feet but failed to see me. I saw an average of one plane a day from then on, some friendly, some enemy, and others too far away to be recognized. I signaled some with tracer ammunition from my .45, with a mirror which I flashed in the sun, and with sea-marker dye. But not a one was to see my signals until 1 August.

(Proper use of the present signaling mirror could hardly have failed to attract attention. It is deadly accurate when it is used properly. Lt. Smith probably had no signaling mirror.)

On 24 July I saw the first shark.

Ordinarily the sea anchor held the bow of the raft into the waves, but around 1330 on this day I noticed that I was riding sideways up the waves. A fish line which I had secured near the center of the starboard side of the raft was taut and drawn out at a 90-degree angle to the side of the raft. Suddenly the fish line snapped, the raft swung back to its usual position, and a shark's fin broke the surface of the water. He swam under the raft

and with his dorsal fin cut a fish line that I had secured to the port side. Thinking a dead shark would float, I tried to shoot him. The bullet struck home. The shark jumped from the water, then floundered and sank. The same thing happened when I tried to shoot a mackerel, so I decided not to waste ammunition on fish.

On 28 and 29 July half a dozen sharks were with me day and night. Only one, however, made an attempt to attack, and it was a small one about four feet long. Most of those that I saw were at least six or seven feet in length. My lone would-be attacker rolled over on its side and turned almost belly-up to get into position to bite. I could see its curved mouth, ugly teeth and beady, pig-like eyes.

But again God was with me. My enemy failed to carry through his attack.

(This indicates the desirability of a really efficient shark repellant, upon which much work is now being done by the Navy's research men.)

At dusk on 29 July a huge wave threw the raft end-over-end. Luckily I had all of my equipment securely lashed to the raft and the raft itself was secured to my body by a 12-foot length of shroud line. I had seen sharks less than half an hour before, and now I thought of the possibility that they were lurking unseen in the black water.

At one point in my training I had been told that sharks were cowards and that they would hesitate to attack a man that moved about violently; so I kicked and splashed with all my might while I righted the raft.

(This procedure was exactly right.) I succeeded in getting aboard with little difficulty and was happy to find not a single article of equipment lost.

When I landed on the sea, I had two days emergency rations with me. These included six small cans of pemmican, three chocolate bars, a small jar of malted milk tablets, some multiple vitamin tablets, some vitamin B1 tablets and about three pints of water. I didn't eat a thing the first day.

(Shipwrecked personnel almost invariably do not desire to eat or drink for the first 24 hours.)

The second day I decided to ration my food to make it last at least 12 days.

(It is very wise to ration food as Lt. Smith did.)

I allowed myself, therefore, four









mouthfuls of water each day, half a chocolate bar, which I alternated every other day with one can of pemmican, two malted milk tablets, one multiple vitamin tablet and one vitamin B1 tablet.

On the fourth morning I found an eight-inch fish in my sea anchor. I didn't know how it had gotten there, but that didn't worry me. I took it out and ate it raw.

All attempts to wring moisture out of the flesh failed.

(The "fish juice fable" is still unfortunately found in many pamphlets for the shipwrecked. It has been proved impossible to wring by hand any appreciable moisture from fish.)

I tried to cut the meat into small squares and wring it out in parachute silk. The silk became oily, but it wasn't enough even to moisten my tongue. Then I tried wringing it out in gauze with the same lack of results. I took some of the flesh and put it between the rounded sides of two canteens, squeezing and rolling to get a wringer action, but this, too, was ineffective.

On several occasions I speared fish with my sheath knife, for that was the only way I could catch them. They refused to take the baited hooks I hung on lines on the side of the raft. Tiny minnows appeared under the raft during the first few days and stayed there until I was rescued. I made a seine out of mosquito netting, caught some of the minnows and swallowed them alive. I had always ridiculed the college boys who gained notoriety by swallowing live gold fish, but I guess now they must have been hungry-because it can be done if a fellow is hungry enough.

(Sharp bones and scales make it inadvisable to swallow live fish.)

I kept my .45 in fairly good condition by "field stripping" and cleaning it every day. At first I lubricated it with sea water. After the first week I greased it with fatty tissue from birds.

I shot many birds during the 20 days, most of them "brown boobies," goose-like birds with a five-foot wing span. I ate the liver and drank the blood. The rest of the meat was not as palatable as the liver, but I cut it into very small pieces, chewed them and swallowed them whole. I had to force it down, but I knew in my mind that my body was getting nourishment.

(The drinking of the blood of birds or fish is advised because it adds fluids

to the body as well as nutrition.)

When I shot the birds late in the afternoon, after they had been fishing all day, they had fish in their throats. These fish were predigested to some extent. The stomach juices had started to work on them and the meat was tender. I could pull it away from the bones, chew it and swallow it. It tasted as though it had been partially cooked. It was perhaps the best thing I had to eat outside of my regular rations.

Before I ran out of fresh water, I decided to experiment with drinking sea water. I tried to rig a distilling apparatus out of two canteens, but it was unsuccessful. I tried iodine in the water but that, of course, did not work. I didn't expect it to, but I had nothing to lose by trying. I even tried putting sulfanilamide in the water. Not being a chemist, I thought by some miracle that it might precipitate the salt. It did not.

My malted milk tablets were in a small jar with a metal cap of the "screw-on" type. I rigged a valve on the cap that would open under pressure. Securing the bottle to my fish line, I lowered it into the water. The valve opened at about a 40-foot depth and admitted water. I had two reasons for doing this. First of all I thought that the water at that depth, being under terrific pressure, might not have as much salt in the solution as the water at the surface and I might be able to drink it. Secondly, I thought that it might be colder than the water at the surface and that the bottle might sweat in the sun, like a pitcher of ice water, allowing me to lick the sweat off the bottle. Both assumptions were false and the experiment was entirely unsuccessful.

One day I saw a "booby bird" land on the water, dip its long neck under the surface and take a drink. It made me angry. I couldn't understand why the bird, which was only flesh and blood like myself, could drink sea water which I could not. I shot the bird, retrieved him quickly and cut him open to trace the course of the water through his digestive system.

There wasn't a thing unusual about it. The water just went in his mouth, down his throat and into his stomach.

Around the intestines of the "booby birds" I found a handful of fat, which I used for greasing my gun. One day the thought occurred to me that I might grease my mouth with the fat and get sea water into my stomach without tasting the salt. I did that. I greased my mouth, swallowed some to grease my throat, esophagus and stomach, and drank sea water until the grease was washed away. For five days I drank a pint of water each day without ill effects. One night, when my raft capsized, I swallowed enough salt water to become nauseated. When I got back on the raft, I felt like vomiting. I got out some of the bird's fat and swallowed it, and my stomach was settled immediately.

(The Bureau of Medicine and Surgery strongly advises that this procedure NOT be followed. A complete article on the subject will be presented in a forthcoming issue of the INFORMATION BULLETIN.)

On the night of 26 July it rained continuously all night. I laboriously filled my canteens. I caught the rain water in my sea anchor but couldn't put it into the canteen because of the

rough sea.

(Another example showing the need for a tarpaulin, preferably with a tube so located that water might be poured from it into a canteen.)

I finally solved the problem by putting the water in my mouth, then filling the canteen like a mother robin feeding its young. When the canteen was full, it was still raining and I caught another cup of water. I didn't want to waste it, so I drank the rain water, thus ending the sea-water experiment.

(It is very desirable for survivors to drink all the rain water they can because, in cases of dehydration, water is absorbed and stored in the tissues instead of being given off by the kidneys as when the body has been receiving its normal water supply.)

On 1 August at 0900, after I had seen nothing but Japanese planes for several days, a New Zealand land-based Lockheed Hudson passed very close to me. The tail gunner saw my sea-marker dye spread on the water.

The plane turned, made a wide circle and flew down close to the raft. For the first time in my life, and I hope the last, I cried for joy. The New Zealanders circled for about one hour. I was afraid they would check my position and leave without dropping supplies, and, frankly, I was getting pretty hungry and thirsty by this time. I put on my rubber paddles, leaned back in the raft, and signaled









in semaphore the letters E-A-T. They made another wide circle, and then dropped an inflated life jacket with supplies attached. The bundle hit the water about 30 feet from my raft. I paddled to it and found Army-type emergency rations, a canteen of water, a map marking my position, ammunition for my .45, a waterproof flashlight, first-aid equipment, a Very pistol and star shells, and other useful items. I was hungry but I ate sparingly, not knowing how soon I would be rescued.

(It is always wise to conserve rations.)

The New Zealanders flew by once more, wobbled their wings, and headed for home.

I watched for a rescue plane the rest of that morning and all that afternoon, but none appeared. I watched, waited, hoped and prayed all day of 2 August, but there was no rescue in sight.

About 2300 on 2 August my raft capsized again. Being rather weak by this time, it took me about 15 minutes to turn my raft over and get aboard. During the struggle I lost my parachute-silk blanket and a pencil I had been using to keep a log. I was in misery the rest of the night. It was then that I realized how much warmth the parachute had provided.

(This shows the necessity of securing all gear to the raft as soon as possible.)

3 August was a dreary day. Mist and thunderstorms were all around me. I didn't expect rescue. I was convinced that I had drifted so far out of position that the rescue planes couldn't find me. I was, therefore, a surprised and happy man when, at 1100, I spotted three Navy Catalina flying boats approaching me. Two passed within half a mile but failed to see me. The third passed directly overhead and saw the sea-marker dye I had spread on the water.

He dropped a smoke bomb to mark my position and called the other planes back, and all three circled the raft. The waves and swells were 10 feet high. It would have been a rough sea for any craft, let alone a flying boat.

Two of the planes lowered their retractable wing floats and made an attempt to land. Both pilots decided, upon closer observation of the waves, not to risk setting down on such a choppy sea. About that time I drifted into a rain squall and the rescue planes lost sight of me completely.

The third pilot was a little more adventuresome than the others. Although he could not see me, he decided that, if one of them did not land on the water in that vicinity, they would probably never find me again. He dropped his depth charges and about 800 gallons of gasoline to lighten the plane and made a power-stall landing on the water.

His starboard wing float hit a swell as he was landing and started to spin the plane to that side. Quick as a cat, the pilot hit the throttle on the starboard engine, and kicked the rudder and stick to port. The lumbering Catalina straightened out and dropped into the sea. A wave broke over her and smashed the port gun blister, filling the after compartment with water. The plane remained afloat, however, and the crew bailed out the water as it taxied into the rain squall where I had disappeared. After taxiing about two miles, they found me, gorging myself on the last of the rations that had been dropped to me on 1 August.

Despite the Catalina's precarious position on a heavy sea in enemy waters, I for one was in the lap of luxury.

I stretched out on a dry bunk, pulled a warm blanket over me, drank some fresh water and smoked a cigarette while one of the crewmen fixed me two tumblers of grapefruit juice, a couple cups of coffee, two big steaks and a large dish of peas.

The sea was so rough that the pilot decided not to risk a take-off at that time. He asked me if the water ever got any smoother out there, but I couldn't offer him much encouragement. Although the waves were running at least 10 feet high, it was my smoothest sea since 14 July.

We stayed on the water all that afternoon and all that night. The plane weathercocked into the wind and the swells constantly hit the wing floats from the side. The Catalina creaked and groaned like an old haunted house. The waves engulfed the bow of the plane and broke against the hull. It was a tribute to our aircraft engineers that such a light structure as the hull of an airplane managed to withstand the merciless pounding of a heavy, angry sea.

I was indescribably grateful for

companionship, and the courageous crewmen kept up a continual conversation with me despite seasickness.

At dawn of 4 August the navigator reported that we were 100 miles due south of the enemy air base at Kahili on Bougainville. The waves were still 10 feet high, but the pilot decided to attempt a take-off nonetheless. He reasoned that, if we stayed on the water, the plane would break up in the heavy sea. And the possibility of Jap strafing was always a threat. He felt that he had a 50-50 chance of getting the plane airborne. If the take-off failed, we would all be in the water that much sooner.

The take-off was successful! The cumbersome plane bounced off the top of one swell and spanked onto another, knocking some rivets out of the hull. It bounced into the air about 10 knots slower than it should have been to be airborne, but again the pilot's skill saved our lives. No one but an expert pilot could have held that plane in the air without spinning. Ours was an expert, and we remained airborne.

Before taking off, the crew had lightened the ship by throwing every bit of loose gear overboard, saving just a very few rounds of ammunition for an emergency.

After we had been airborne about ten minutes, three more Catalinas appeared and escorted us home. They had come out to search for their lost plane. I was taken to a field hospital on Florida Island.

Though my rations were meager, I had been able to keep my body in fairly good condition. I lost 20 pounds during the 20 days and suffered somewhat from pressure sores that developed on my elbows, back and buttocks. On the raft, my feet were wrinkled and white from constant immersion in salt water. After I was rescued my hands, feet and ankles began swelling.

(Cramped quarters are bad but unavoidable on a one-man raft. This swelling of the feet and ankles was due to immersion and the dependent position of the legs.)

When the rescue plane hit the beach, I was unable to walk. There was absolutely no feeling from the waist down.

After three days in the field hospital, I was strong enough to go on. I shaved off my beard and started my long trip home.

RUREAU OF

MAIVIAL PERSONN INFORMATION BULLETIN

This magazine is published for the information and interest of the Naval Service as a whole, but opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. Articles of general interest may be forwarded to the Editor.

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Will We Be Cared For?

There has been a lot of talk lately to the effect that a man discharged from the service is left to shift for himself, and that the country for which he risked all and gave much doesn't even appreciate him when it comes right down to it.

How wrong this is may be seen not only from the multitude of proposals now before Congress (including mustering-out pay now being passed) but from the whole catalogue of benefits already on the statute books. These benefits, described in the article beginning on page two of this issue, belie the charge made—even if there never were another benefit approved. It is a revelation even to one familiar with such benefits to see how many there are, and how varied they are, when they are gathered together as in this article.

We think the description in the article of the Navy's plan for men disabled in service is indicative too. By this plan, all Navy paperwork involved in starting benefits for a disabled veteran will be completed before the veteran is allowed to leave the hospital. Provisions of this kind show how the problem is viewed.

As a matter of fact, all the planning now going on regarding the whole question of demobilization after the war is the best evidence that the service and the nation are interested-because consideration for the men and women who are to be discharged is fundamental to the whole approach to the problem.

We can be sure we will be taken care of. And with our minds at rest on that score, we can get on with winning the war.



Quotes of the Month

- · General Eisenhower: "One thing I can tell you. We will win the war in Europe in 1944."
- · Russian Gen. Rovososky: "I fought the (Nazi) fathers and now I'm fighting the sons, both in this war. And I honestly believe the fathers were better fighters."
- · Hirohito: "The future of the war situation permits absolutely no optimism."
- Hitler: "There will be no victors in this war. Merely the survivors and the annihilated."
- · Gen. Arnold: "For us it is the end of the beginning. The beginning of the end is at hand."
- · Goebbels: "1944 will be a dangerous year, containing riddles upon riddles."
- RAF bomber pilot after Berlin raid: "The flak was so thick we could have stuck our wheels down and ridden

LETTERS

TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from the local commanding officer in all possible instances. Answers to correspondence addressed to the Editor will be through this column only.

TO THE EDITOR:

I don't want to be a dummy when I go on leave . . . On what arm are rating badges properly worn in the Seabees?-L. V., GM1c, USNR.

· Petty officers of the seaman branch in the Seabees wear their rating badges on the right sleeve, all others on the left sleeve .- ED.

TO THE EDITOR:

What is your authority for the illustration in "Summary of Ranks and Rates of the U.S. Navy" (INFORMA-TION BULLETIN of May, 1943) showing the officer crest upon the cap of an aviation cadet?-A. H., Aviation Cadet.

• The Information Bulletin was correct at the time, but uniform regulations for aviation cadets were changed effective 18 November 1943. Cadets now are issued garrison caps with an embroidered V-5 device on the left side. Cadets who were issued the officer-style caps may continue to wear them during their training.—ED.

TO THE EDITOR:

There apparently is some confusion existing regarding the proper insignia to be worn by officers of Class H-V(S). On some stations these officers wear the Medical Corps oak leaf and on others, the Hospital Corps caduceus. Which is correct?-W. D. S., Ens.,

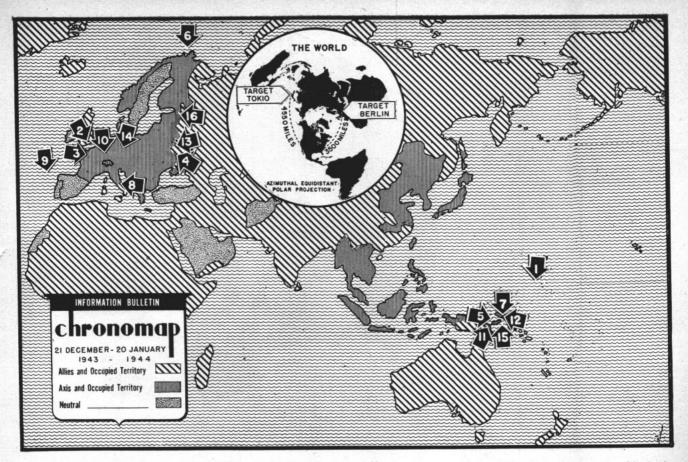
• The caduceus (Uniform Reg. 16-12).—ED.

TO THE EDITOR:

In your article on "The Salute" in the January issue, it is indicated that the only time an officer salutes an enlisted man is when awarding him a citation or medal. For the sake of a number of men at this unit who have gotten into a heated argument, the question is asked: does an officer salute, at all times, any enlisted man wearing the Congressional Medal of Honor?-S. E., Ylc, USCG.

· The legend that an enlisted man wearing the Congressional Medal of Honor rates a salute from everyone, regardless of rank, is one of those durable legends that persist in both Army and Navy, and the custom apparently

(Continued on Page 48)



- 1.23 Dec. through 20 Jan.—Army, Navy bombers blast Jap strongholds in Marshall, Caroline Islands.
- On 24 Dec.—Gen. Eisenhower and staff named to lead invasion of Europe.
- 3. On 24 Dec.—Three thousand U.S. and British planes blast Nazi "invasion coast."
- 4. On 25 Dec.—Red Army launches huge offensive west of Kiev.
- 5. On 25 Dec.—Marines seize beachheads on both sides of Cape Gloucester, occupy Long Island in Vitiaz Strait. 6. On 26 Dec.—British Home Fleet units sink Nazi battle-
- ship Scharnhorst, save Russia-bound convoy.
- 7. On 26 Dec .- Carrier-based planes sink Jap destroyer, two cargo vessels at Kavieng.
- 8. On 28 Dec .- Ortona falls to advancing 5th Army in Italy.

- On 27-28 Dec.—Three Nazi destroyers and a blockade runner sunk by Allied planes, ships in Bay of Biscay.
- 10. On 31 Dec.—Final Allied air raid of December sets rec-
- ord total of bombs dropped on Europe in month.

 11. On 1 Jan.—Allies land behind Jap lines at Saidor.

 12. On 3 Jan.—Two heavy Jap cruisers and a destroyer hit at Kavieng by bombs, torpedoes from U.S. carrier planes.
- 13. On 6 Jan.—Red Army drives 10 miles into territory of pre-war Poland. 14. On 12 Jan.—Greatest air battle in history fought over
- Germany as U.S. bombers smash targets at Oschersleben, Halberstadt and Brunswick.
- 15. On 19 Jan.-Eight Jap ships sunk or damaged by Allied planes in daylight raid on Rabaul.

 16. On 20 Jan.—Red Army opens drive near Leningrad.

THE MONTH'S NEWS Invasion Plans Completed; Russians Drive into Poland

(Period of 21 December through 20 January)

Russians Drive into Poland; Two German Defeats at Sea

The War

The blueprint for the invasion had taken shape, and the timetable was figured out. The military leaders who will direct the greatest action in military history were named. Last month a fighting force of incredible size was geared to strike straight into the heart of Nazi-controlled Europe.

Meanwhile, pressure was increased on the existing walls of Fortress Europe. The Russian Army drove deep into pre-war Poland. The American and British armies hacked closer and closer to Rome, Germany suffered two important sea defeats within three days. The daily Allied air blitz made a shambles of Berlin and other onceproud German cities. All these blows were a prelude to the actual invasion.

Supreme commander of the invasion forces will be America's General Dwight D. Eisenhower, conqueror of Tunisia, Sicily and southern Italy. Under Gen. Eisenhower are assembled nine military leaders carefully chosen and named for their special abilities and recent war experience and records. They are:

Deputy supreme commander, Air Chief Marshall Sir Arthur Tedder, former commander of the Allied Mediterannean air forces; commander of U.S. naval forces, Admiral Harold R. Stark, USN, former Chief of Naval

Operations and organizer of our twoocean Navy; British First Sea Lord Sir Andrew Browne Cunningham, former Allied naval commander in the Mediterannean; Lt. Gen. Carl A. Spaatz, chief of Army Air Forces in Europe since 1942; Air Chief Mar-shall Sir Arthur T. Harris, RAF bomber commander; Maj. Gen. James H. Doolittle, hero of the Tokyo raid and new commander of the U.S. 8th Air Force; British Air Marshall Trafford Leigh-Mallory, RAF fighter command chief and veteran of the Dieppe raid; Gen. Sir Bernard L. Montgomery, hero of North Africa, who will command British ground forces; Admiral Sir Bertram Ramsey, naval planner in the Mediterannean and North Africa; and Lt. Gen. Omar Bradley, veteran of the Tunisian campaign, who will command American ground forces.

As a prelude to the day when these leaders will coordinate their diverse and complicated attack, the American and British air forces last month launched an almost daily and unprecedented air pounding of Germany and military targets on the continent.

On 21 December, Bremen and Frankfort felt the impact of the first of a long series of "record" raids. Three days later some 3,000 American and British planes smashed and blasted at the gun emplacements along the invasion coast. Berlin, previously reported one-third destroyed, pounded again and again. By the last day of December, a record 11,000 tons of Allied bombs had been dumped on European targets.

On 12 January the greatest air battle in history took place in German skies. Our losses totalled 64 planes, but the important airplane factories at Oschersleben, Halberstadt and Brunswick were destroyed and crippled in what was described as a "truly

remarkable victory."

The month also saw the development of new navigational instruments which made possible the effective bombing of German targets despite the poor visibility, clouds and storms of European winter. Said one air general:

"For us it is the end of the beginning; the beginning of the end is at hand." Lt. Gen. Ira C. Eaker reported that during 1942 his 8th Air Force had shot down 4,100 Nazi warplanes. General H. A. Arnold confidently predicted that our air forces would nullify the Luftwaffe and make invasion as cheap in human lives as is possible.

With much of their air forces drawn from Russia to counter the stepped-up Allied air offensive, Germans on the Eastern Front were battered and thrown back by the Red Army, which on 6 January drove 10 miles into old 'oland. Two weeks later the Red Army was 60 miles into Poland and had launched another important offensive on the Leningrad front.

The juggernaut which drove the Nazis from one section of Russian soil got under way west of Kiev on 25 December with a 14-mile push. Thousands of German officers and men helplessly surrendered on the frozen wastes near Vitebsk. At Gorodok, more thousands of troops surrendered with-

BATTLE LINES, 20 JAN NON-BELLIGERENT AXIS CONTROLLED

Target for 1944

out any effort to defend themselves. On 30 December a 185-mile Nazi defense line crumbled west of Kiev. The German army was in such hurried retreat that the advancing Russians found New Year's dinners still on barracks stoves.

By 20 January the Russians were threatening to split the northern and southern German armies as they cut the Leningrad-Novgorod railway and pressed nearer the borders of Rumania. The entire Nazi Ukraine army was imperiled.

There was defeat and bitter loss for the Nazis in the winter twilight of the Arctic Ocean, too. On 26 December the 26,000-ton battleship Scharnhorst engaged a large Allied convoy bound for Russia. The raider was soon pocketed between escort cruisers and a protective force which included Britain's mighty Duke of York (see "The War At Sea," communique of 28 December, page 43). A running battle sent the Scharnhorst to the bottom. The convoy was unharmed.

The same week, even as Germany was announcing the loss of the Scharnhorst, came another important Nazi sea defeat. Three Nazi destroyers and an important blockade runner were destroyed in the Bay of Biscay (see "The War at Sea," communique of 29 December, page 43). An indication of the importance of the blockade runner, reportedly from Japan, was given by the fact that the three destroyers sunk were part of a total of 11 sent to meet the runner.

Another month of winter fighting in Italy carried the U.S. and British forces to the gates of Cassino. Rome was reported isolated by our air forces as the Allied armies fought bitterly forward.

On 28 December Ortona fell to the Allied forces after one of the bitterest and bloodiest struggles of the campaign. The Nazi rearguard turned the city into "another Stalingrad," burying tanks in cellars and digging in for a desperate, hopeless stand. The city was almost entirely destroyed. Meanwhile, Allied planes from southern Italian fields continued their attacks on northern Nazi bases, enemyheld island posts and the Balkans.

In the Central Pacific, our Army and naval forces struck hard from the skies at the Japanese strongholds

CASUALTY FIGURES

Casualties among naval personnel through 20 January totaled 36,350. The totals since 7 December 1941:

	Dead	Wounded	Missing*	Prisoners*	Total
U. S. Navy	12,037	3,146	7,790	2,335	25,308
U. S. Marine Corps	3,233	4,527	692	1.948	10,400
U. S. Coast Guard	319	78	44	1	442
Total	15,589	7,751	8,526	4,284	36,150
	2.34 (M. PARA)			4 4 4	**

* A number of personnel now carried in the missing status undoubtedly are prisoners of war not yet officially reported as such.

in the Marshalls and Carolines. The softening up of these outposts continued on daily schedule as heavy Army and Navy bombers blasted away at installations on Kwajalein, Mille, Jaluit and Maloelap in the Marshalls and at Kusaie in the Carolines.

The Japanese in the South Pacific were also being pushed and battered from land, sea and air. On 25 December marines established beachheads on both sides of Cape Gloucester and occupied Long Island in Vitiaz Strait. On 1 January Allied fighters were landed at Saidor, behind the Jap lines in New Guinea. The MacArthur forces were moving ever nearer to Rabaul, last major Jap stronghold in the islands.

Planes and naval units blasted Jap shipping at Kavieng and Rabaul. Three Jap destroyers were probably sunk and numerous cargo ships and large freighters were sent to the bottom in a series of raids on these bases.

General Joseph Stillwell returned to Burma, 10 January, for another inspection of the area where, 18 months previously, his forces "got a hell of a beating." This time he found trained Chinese troops striking hard at Japanese outposts in preparation for the reconquest of Burma.

The Army also announced that Pacific air transports were now supplying China with more supplies than ever were carried over the Burma road. The transport service is on a 24-hour shuttle. There was more good aviation news: The Navy announced that the new Curtis Helldiver lived up to all expectations and that squadrons of these dive bombers were rolling up an impressive record against Jap shipping of all types.

But the past month's news from all fronts was dwarfed by speculation on the invasion of Europe. The Navy announced that it would soon quadruple its landing craft program (see story on amphibians, page 10). Naval forces

To: Historians Subj: Famous Phrases

For your consideration in compiling the next edition of notable nautical quotations—Don't give up the ship. . . . I have just begun to fight, etc.—attention is invited to the extemporaneous remarks of a seaman gunner on a U. S. light cruiser attacked by a Jap bomber.

E. J. Haas, S2c, was manning a 20-mm. gun when the enemy swept in from abaft the port beam. A bomb hit a turret just below the station from which Haas was pouring lead into the plane, and a bomb fragment struck him in the leg.

"Jeez guys," Haas yelled, turning to his gun crew with a triumphant smile, "I just won the Purple Heart."

will have the assignment of transport and supply when the complicated operation is actually launched.

As important as is this assignment, Admiral Ernest J. King last month disclosed that already the Navy is planning an even bigger operation—the final assault against Japan. Admiral King divulged that strategy had already been devised to shift much naval strength to the Pacific even before Germany finally falls.

Navy News

• After 14 months of continuous fighting in the South Pacific, the destroyer O'Bannon has returned to a West Coast port. Nicknamed the "Little Helena" because of her fighting history, she established this record:

Active participation in five major surface engagements.

Seven bombardments of Jap installations.

Helped sink a battleship, three cruisers and six destroyers.

Three rescue operations, including the survivors of the *Helena*.

Numerous air attacks in which at least 10 Jap planes were shot down.

Participation in many of the American landing operations in the South

 Establishment of the Naval Air Training Command, to include all activities of the Naval Air Primary Training Command, the Naval Air Intermediate Training Command and the Naval Air Operational Training Command, was announced by the Navy last month.

The new organization is commanded by Rear Admiral George D. Murray, USN, Chief of Naval Air Training, with headquarters initially at the Naval Air Station, Pensacola, Fla.

All activities specifically and exclusively assigned to the Naval Air Training Command will be excluded from the jurisdiction of the commandants of naval districts, except that coordination with the general plan of military defense of each district will remain under the commandant.

• A lightweight, waterproof exposure suit for aviators has been recom-

mended by a joint committee representing U.S. and Canadian sea and air forces following a series of tests. Results demonstrated the efficacy of the suits in protecting the wearer from the sometimes fatal shock of immersion in icy waters, and in greatly increasing his ability to manipulate other life-saving aids. Volunteer "guinea pigs" of the Royal

Canadian Air Force, with the protective covering (see cut), were able to withstand 40° water and 29° air temperature for hours on end without



Official U.S. Navy photograph

ACTION IN THE MARSHALLS: Shooting with both guns and camera, a U.S. Navy photo-reconnaissance plane got this closeup of a masthead-height strafing attack on a Japanese cargo ship.



Official U. S. Coast Guard photograph

RESULT IN THE GILBERTS: This Jap plane, in Makin harbor when U.S. forces struck, served the enemy as a machine-gun nest till both gunners and nest were destroyed. Victors here survey the results.



Official U.S. Navy photograph

SMOKE MARKS SPOT, at right, where a Japanese torpedo bomber has exploded. It hit the sea when brought down by antiaircraft fire from a Navy car-

rier of the new 25,000-ton Essex class during an enemy counterattack following a U.S. task-force raid on Jap bases in the Marshall Islands.

complaint. Without it, they had to be "rescued" almost immediately.

• The Newcomen Medal, an award for achievement in steam, has been bestowed on Rear Admiral H. G. Bowen, USN, citing "his long record of service . . . and outstanding advocacy of the advance in steam engineering in this branch of our national defense, as repsented by the increase in steam pressures and temperatures used on equipment . . ."

The award sponsor is the Committee on Science and the Arts of Franklin Institute.

• Twenty more Mars cargo flying boats, of the type which recently set new records, have been ordered by the Navy from the Glenn L. Martin Co., of Baltimore, Md. The huge flying boats will be placed in service with the Naval Air Transport Service as completed. Except for internal changes to increase cargo capacity, the transports will be identical with the original Mars.

• Naval Mobile Hospital No. 1, first of its kind in the history of the Navy, was decommissioned recently, exactly three years after its official birth. It was no longer needed at the Bermuda Naval Operating Base with the completion of an ultra-modern dispensary at the Bermuda Naval Air Station.

 Retirement of two naval district commandants has resulted in several changes of command in the Ninth, Eleventh and Twelfth naval districts;

Rear Admiral John Downes, USN, was relieved of active duty as commandant of the Ninth Naval District on 3 January after more than 46 years of distinguished service. He was succeeded by Rear Admiral Arthur S .Carpender, USN, formerly commander of U. S. naval forces in the Southwest Pacific.

Vice Admiral John W. Greenslade, USN, commander of the Western Sea Frontier and commandant of the Twelfth Naval District, reached the retirement age on 11 January. He has been relieved as sea frontier commander by Rear Admiral David W. Bagley, USN, who had been commandant of the Eleventh Naval District, while Rear Admiral Carleton H. Wright, USN, relieved Admiral Greenslade as commandant of the Twelfth Naval District.

Rear Admiral Wilhelm L. Friedell, USN, who had been commandant of the Mare Island Navy Yard, took over as commandant of the Eleventh Naval District, and Rear Admiral Mahlon S. Tisdale, USN, has returned from a command at sea to become commandant of the Mare Island Navy Yard.

- To handle the expanding production of warplanes, the Navy has established the Naval Air Ferry Command, which will operate as an air wing under the Naval Air Transport Service. Heretofore, pickup and delivery of new naval aircraft has been handled by a subdivision of BuAer. Capt. John W. King, USN, will head the Naval Air Ferry Command, with headquarters at Floyd Bennett Field, New York, N. Y.
- Consolidation of two divisions administering the activities of Navy Department civilian employes was effected 20 January when the Shore Establishments Division and the Division of Personnel Supervision and Management were combined. Known as the Shore Establishments and Civilian Personnel Division, the new organization will be headed by Rear Admiral Frederick G. Crisp, USN, former manager of the Mare Island Navy Yard.
- After shooting down 72 Jap planes at the loss of only two of their own pilots, the Fighting Falcons have folded their wings and left the South Pacific for a rest. This Marine fighter squadron also is credited with sinking two 300-foot transports and half a dozen barges and destroying 20 Jap planes on the ground.
- Loss of the USS Leary and the USS Turner was announced by the Navy on 4 January, after next of kin had been notified. The Leary, a four-stacker destroyer completed in 1919, was torpedoed in the North Atlantic on 24 December. The Turner, a new 1700-ton de-

The Marines Get Their First Full General

Lt. Gen. Thomas Holcomb, USMC, Commandant of the Marine Corps since 1 December 1936, became the first full general in the corps' 168 years when he was retired on 1 January and was succeeded as commandant by Lt. Gen. Alexander A. Vanderift, USMC (INFORMATION BULLETIN, Jan. 1944).

Though placed on the retired list, General Holcomb will be retained on active duty by the President for an important assignment not immediately made public.

In a letter to General Holcomb, Secretary of the Navy Knox wrote:

"Upon retirement, having been specially commended for performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, you will be placed upon the retired list with the rank of general, and with the pay and allowances authorized by law for the highest rank, that of lieutenant general, held by you while serving as Commandant of the Marine Corps. . . . You will be the first officer



Official U. S. Marine Corps photograph

General Holcomb wearing four-star insignia of his new rank.

of the corps to hold the rank of general—the highest rank of our armed forces. I know of no other officer to whom that distinction more fittingly belongs,"

stroyer commissioned 15 April 1943, exploded and sank six miles off Sandy Hook, N. J., on 3 January.

- · A special Hospital Corps school for enlisted members of the Women's Reserve was opened 12 January at the National Naval Medical Center, Bethesda. Md. The new school has a capacity of 480 and will give a fourweek basic course of medical training, replacing similar training here-tofore given to small groups at 17 naval hospitals. The hospitals now will provide three weeks of wardduty experience to graduates of the school. A group of 60 women qualified by civilian experience will be sent directly from recruit school to Naval Hospitals at San Diego and St. Albans for special courses.
- Capt. George B. Downing, a civilian, who has piloted more ships into and out of Norfolk Navy Yard than any other man in its history, was retired last month after 35 years of service.
- After 43 years of service, John H. Larrabee, head engineer of the Hydrographic Office, retired 31 December. In

a brief ceremony at the Suitland, Md., office, letters of commendation were read from Secretary of the Navy Frank Knox, Admiral Ernest J. King, USN, and Rear Admiral G. S. Bryan, USN (Ret.), hydrographer of the



J. H. Larrabee

Navy. Mr. Larrabee is co-inventor of the pantograver, an instrument which has revolutionized the science of chart making.

- Navy personnel backed the attack during 1943 by purchasing \$299,-116,307 in war bonds, representing nearly a 200% gain over purchases in 1942. The record month was December, 1943, when \$57,021,654 worth of bonds were purchased. For the Navy as a whole, 92.3% of the civilian personnel invested 25.1% of the total payroll in bonds.
- When the Uss Turner exploded off Sandy Hook, early last month, a blizzard grounded air service and made sea transport of needed plasma dangerous and slow. Comdr. Frank A. Erickson, USCG, took a helicopter from Floyd Bennett Field, Brooklyn, set it down on the tip of Manhattan, took aboard two cases of plasma, and again set his machine down on the narrow beach of Sandy Hook. The plasma was transported this way in 14 minutes.

Home Front

The Fourth War Loan drive got under way last month with a national goal of \$5,500,000,000. Under one new scheme, bond buyers will be able to have a card bearing their names at-

tached to bombs which will be delivered direct to Germany and Japanese-held territories. Many wounded war heroes will make tours and appearances in various bond-selling centers.

President Roosevelt in his annual message to Congress asked for a national service law, which would make every American available for war work when needed. This was echoed later by Secretary of War Stimson in preliminary hearings before the Senate Military Affairs Committee. Large and flexible production demands will soon be made upon American industry, the Secretary said.

The production goal of warplanes during 1944 is more than 100,000, the War Production Board announced last month. The average weight per plane will be about 10,000 pounds, which means emphasis on increasingly heavier types of aircraft. The production goal is about 50 per cent above 1943 acceptances.

The country's transition from defensive warfare to all-out attack will necessitate stepped-up war deliveries in 1944, the War Department warned last month. Despite the fact that the production peak has been passed in many products, maximum rates of delivery and use of productive capacity still must be increased. Changing demands of many new battlefronts will also call for speed-ups in many materials.

Some of these new stepped-up programs include truck production, all airfleet components, ammunition of various types, incendiary bombs and smoke materials, and overseas construction equipment. Meanwhile, production of some war materials will be tapered off. Among these latter are: tanks, small arms, artillery, requirements for home military camps, and antiaircraft defense materials.

Returning from his inspection of the South Pacific front, Gen. George C. Marshall warned of home front apathy and optimism. He told the American public that in the months ahead we could expect to suffer three times as many casualties as the 139,-752 then listed. The total may reach 400,000.

On 14 January President Roosevelt sent the new war budget to Congress. Stressing that the demands of total war may drastically change the figures, the President asked for \$99,769,000,000. This figure is calculated to carry the war into mid-1945.

Last month the President also ruled that members of Congress cannot serve actively both in Congress and the armed services. The ruling was based on constitutional grounds which forbid such dual service.

Armed Guard Crews Down 11 Nazi Planes

Armed Guard crews of three freighters have accounted for 11 Nazi planes on recent voyages, thereby proving to the Luftwaffe that merchantmen are not so helpless as they might appear.

One Liberty ship sports six swastikas on her stack as the result of a hazardous voyage to the Mediterranean theater of war. They represent two planes shot down off Gela and four more destroyed while the ship was proceeding toward Gibraltar in convoy.

Gunners in another merchantman, the SS Pierre l'Enfant, knocked down three Nazi torpedo planes for certain, and a probable fourth, when her convoy was attacked by 30 enemy planes near Gibraltar. To cap the achievement, her Armed Guard crew saved a sister ship from disaster when one of the gunners exploded a torpedo with a direct hit as it neared the other vessel.

Men in a third merchant ship, delivering valuable war cargo to Murmansk, fought off planes and submarines for 41 days and came back with two German bombers to their credit. While the ship was in Murmansk, waves of enemy bombers came over the harbor on a half-hour schedule at night, and sometimes during the day.



Official U. S. Navy photograph GUNNER'S MATE marks up Armed Guard crew's score on stack of merchant vessel.

THE WAR AT SEA

Official Reports: 21 December Through 20 January

United States Navy Communiques and Pertinent Excerpts of Other Reports

United States Navy communiques are separated by dashes from the excerpts of other communiques. All dates east longitude unless otherwise indicated.

21 DECEMBER

U. S. Pacific Fleet Press Release

Army heavy bombers of the 7th Air Force which attacked enemy fortifications on Maloelap Atoll 19 December (west longitude date) were intercepted by 25 Japanese fighters. Seven of the enemy fighters were probably destroyed and five others were damaged. Two of our planes were damaged. Three men were wounded.

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th U. S. Army Air Force attacked Taroa 20 December (west longitude date) with about 25 tons of bombs, causing many fires and explosions in hangar and storage areas. Our aircraft were attacked by 30 Zeros. Four enemy fighters were shot down, five others probably destroyed.

Three of our planes were shot down. Others received minor damage from aircraft fire and intercepting planes.

craft fire and intercepting planes.

ALGIERS, Navy: On the night of 18-19
December PT boats of the U. S. Navy on
patrol near Elba met and engaged two
enemy destroyers with guns and torpedoes.
The enemy retired with the PT boats in
chase and later were engaged by another
force which included both British and U. S.
light coastal craft.

Both actions were brisk and confused,
and enemy opposition was considerable.
Though no results could be seen in the
smoke and darkness, it is probable that
torpedo hits were obtained on one of the
enemy destroyers. On the same night,
British light coastal craft in the Eastern
Adriatic sank one Siebel ferry, one escort
vessel and two motor craft.

ADVANCED ALLIED HEADQUARTERS IN NEW
GUINEA: A series of night attacks on enemy
shipping in the Kavieng area scored direct
hits with 1,000-pound bombs on three
enemy cargo ships. One was of 8,000 tons
and the other of 6,000 tons. Two ships
were left burning fiercely and a third ship
probably sank.

22 DECEMBER

CAIRO, Middle East Air: Operations against enemy shipping in the Aegean were carried out by day and night during the past week. A number of small ships attempting to supply enemy-occupied islands have been successfully attacked.

AIGIERS, Navy: On 19 December a British motor torpedo boat captured two German schooners off the Yugoslav coast and made prisoners of their crews.

ADVANCED ALLIED HEADQUARTERS IN NEW

made prisoners of their crews.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: Off Kavieng our reconnaissance units scored direct hits on two enemy cargo ships southeast of Dyaul Island. One ship of 6,000 tons capsized instantly and sank. Our day air patrols bombed and damaged an enemy destroyer 90 miles north of Mussau Island. sau Island.



See communique of 21 December.

Near Cape Beechy our long-range fighters destroyed an enemy coastal vessel.

BERLIN, Nazi broadcast: "Off Sicily, German bombers heavily damaged two enemy merchant ships of medium size."

23 DECEMBER

U. S. Pacific Fleet Press Release

A force of Navy Hellcat fighters and Army and Navy Dauntless light bombers bombed and strafed enemy installations on Emidj Island, Jaluit Atoll, at noon on 20 December (west longitude date). A medium cargo ship and one small vessel in the lagoon were damaged. Heavy antialreraft fire was encountered. We lost one plane

plane.

A group of Liberators from the 7th Army Air Force and from Fleet Air Wing 2 bombed Kwalajein and Roi Islands on the afternoon of 21 December. Our planes were intercepted by nine Jap fighters but sustained no damages. More than 20 enemy ships were seen in the lagoon.

On the early morning of 20 December two enemy planes dropped bombs on Tarawa from high altitude. One of our planes on the ground was slightly damaged.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: At Wewak two direct hits were scored on each of two transports of 6,000 tons and 3,000 tons. The vessels were thoroughly strafed and badly damaged. A freighter and one of the transports appeared to be sinking... At Ambitle Island one of our air patrols strafed six enemy barges... At Arawe patrolling surface craft sank three enemy barges... Our night patrol at Bougainvile bombed and strafed three barges off the coast...
Our light naval units at night sank a barge at Otta Island.

our light haval units at hight sank a barge at Otua Island.

Berlin, Nazi broadcast: Off the Norwegian coast five British torpedo planes vainly attacked with several torpedoes one small German naval vessel. Two of these planes were destroyed and a third was set

24 DECEMBER

Navy Department Communique No. 491

1. The U. S. submarine *Grayling* is overdue and must be presumed to be lost.
2. The next of kin of personnel in the *Grayling* have been so informed.

U. S. Pacific Fleet Press Release

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air
Force attacked Kwajalein on the morning
of 23 December (west longitude date).
Island installations were damaged and two
cargo vessels anchored offshore were
bombed. No enemy fighters were encountered. Antiaircraft fire did not damage
our aircraft.

On the afternoon of 21 December Army
light bombers escorted by Army and Navy
fighters struck shipping and shore installations at Mille. Several enemy fighters were
encountered, one of which was shot down,
another possibly destroyed and a third
damaged. Three of our planes were slightly
damaged.

damaged.
On the morning of 23 December 7th Army
Air Force fighters and light bombers attacked Mille. Five Zeros attacked our aircraft. Two were shot down. All our planes returned.

RAF: Persistent attacks

CAIRO, RAF: Persistent attacks have been carried out aganst enemy shipping in the Aegean Sea during the last two days. Several small supply and troop carrying ships have been sunk or left afire. Many casualties were observed.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Dutch New Glinea: At Japero our aircraft set fire to one coastal vessel and damaged another. . . Feni Island: Solomons-based aircraft sank six barges at Ambitle. . . . Cape Gloucester: Four barges were destroyed along the coast from Rein to Borgen Bay and two others wrecked. . . . Green Islands: Reconnaissance units attacked barges beached along the coast.

25 DECEMBER

U. S. Pacific Fleet Press Release

U. S. Pacific Fleet Press Release

Navy medium bombers of Fleet Air Wing 2 made a low-altitude attack on Nauru at dusk on Christmas Eve, setting installations on fire. One of our planes is missing.

Liberators of the 7th Army Air* Force bombed Wotje on the evening of 22 December (west longitude date). Our planes were attacked by 35 enemy planes, three of which were destroyed, one probably shot down and six damaged. Our casualties were one killed and two wounded.

Enemy bombers made five raids on Tarawa during the night of 22-23 December causing minor damage.

Enemy light bombers made three nuisance raids on Makin, two at night, one during the day, wounding eight men. Two enemy planes were shot down by an intercepting Army fighter.

On the morning of 24 December, 15 enemy planes dropped bombs from high altitude on Makin, causing no damage.

Algiers, Navy: During the night of 21-22 December the small German cruiser Dalmacija, stranded off Silba Island, was successfully attacked by our motor torpedo

26 DECEMBER

U. S. Pacific Fleet Press Release

Army heavy bombers of the 7th Air Force attacked Wotje 24 December (west longitude date). Several fires were started. Army light bombers escorted by Army Airacobras raided Mille on 25 December. Two of our bombers were slightly damaged. A Navy search Liberator of Fleet Air Wing 2 made a low-altitude attack on two small transports near Kwajalein on 24 December, probably sinking one transport. Another Liberator, while on a search mission near Taroa on 24 December, beat off 12 intercepting Zeros without receiving damage.

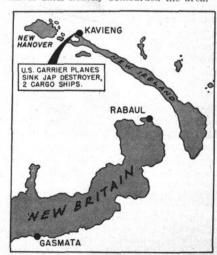
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—New Ireland: Our night air patrols damaged a gunboat. Carrier-based planes from the South Pacific attacked enemy shipping, sinking one destroyer, two large cargo ships, and three barges while damaging one destroyer, one patrol boat, and several cargo ships and barges. Eight patrol planes at anchorage were damaged or destroyed.

patrol planes at anchorage were damaged or destroyed.

New Britain: Off Cape Hoskins our fighters destroyed or damaged 14 barges.

One of our night reconnaissance patrols scored a direct hit on an enemy destroyer.

Solomons Islands: In the Buka area our heavy and medium units attacked the barge and seaplane base at Bonis. Our naval units heavily bombarded the area.



See communique of 26 December.

London, Admiralty: This afternoon the German battleship Scharnhorst was brought into action by ships of the Home Fleet which were covering a north Russian convoy. The Scharnhorst was sunk this evening off North Cape.

27 DECEMBER

London, Admiralty: It is not yet possible to give a detailed account of the action in which the German battleship Schamhorst was sunk. It can, however, be stated that the convoy was unmolested and only minor damage suffered by two of His Majesty's

damage suffered by two of His Majesty's ships.

LONDON, Air Ministry: An escort vessel was set afire and enemy aircraft were destroyed by the RAF and RCAF when enemy shipping was attacked off the Norwegian coast this morning.

ALGIERS, Navy: During the night of 23-24 December, British destroyers shelled Drvenik, on the Dalmatian coast. They also sank a caique.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: In a combined land, sea and air

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: In a combined land, sea and air operation, Marine elements of our forces secured beachheads on Cape Gloucester, New Britain, and occupied Long Island at the northwestern entrance to Vitiaz Strait.

. The landings were made with practically no loss in men, planes or ships. We lost one ship by direct hit.

BERLIN, Japanese rebroadcast: "A Japanese naval air arm attacked an enemy naval formation north of Bougainville and sank a warship of unidentified type.

Formations of Japanese aircraft attacked American warships and transport vessels off Cape Marcus 26 December and sank one motor trawler and damaged a small transport so heavily that its loss must be taken for granted. Other transport vessels and a destroyer were damaged and set afire."

28 DECEMBER

Navy Department Communique No. 492

Pacific and Far East

1. U. S. submarines have reported the sinking of 12 enemy vessels in operations against the enemy in waters of these areas, as follows: One destroyer, two large tankers, one large freighter, two medium transports, six medium freighters.

2. These actions have not been announced in any previous Navy Department communique.

U. S. Pacific Fleet Press Release

Liberators of the 7th Army Air Force which dropped more than 50 tons of bombs on Wotje 26 December (west longitude date) were attacked by six Zeros. One Zero was destroyed. We lost two planes.

A low-altitude attack was made against Jaluit and shipping there on 26 December by Ventura bombers and Hellcat fighters of Fleet Air Wing 2. All our planes returned.

London, Admiralty: Further details have been received on the action 26 December when units of the Home Fleet sank the German battleship Scharmhorst which had attempted to attack a north Russian convoy. The British force was disposed in two main formations, one of battleships and destroyers, another of cruisers. The cruiser squadron was escorting the convoy southeast of Bear Island when in the half light of the Arctic dawn first contact was made with the Scharnhorst, which was proceeding at 28 knots in the direction of the convoy. convoy.

ing at 28 knots in the direction of the convoy.

The convoy was diverted to the northeast and the cruisers opened fire on the Scharnhorst. One hit was claimed by Has Norfolk and the enemy then turned away. She was later seen taking evasive action at maximum speed.

Several hours later the Scharnhorst again attempted to cl. se on the convoy. She was once more engreed by the cruisers and in the action which followed the Has Norfolk received one nit aft. The enemy then turned south and made speed for the nearest refuge in the Norwegian coast. Cruisers and destroyers continued to shadow the Scharnhorst, reporting her position to the Duke of York, moving to intercept.

The Duke of York, flying the flag of Admiral Sir Bruce Fraser, Commander-in-Chief of the Home Fleet, headed a squadron which also contained one cruiser and four destroyers. These ships were covering the convoy at a distance against possible attack by enemy ships based in Northern Norway.

CONVOY SCHARNHORST DUKE OF YORK CPHISEDS NORFOLK SHEFFIELD BELFAST JAMAICA NORWEGIAN & BRITISH DESTROYERS NORTH NORWAY Scharnborst sinking: see communique of 28 December.

n Mayen I.

By this time darkness had set in and the Scharnhorst, continuing at maximum speed, held to her southerly course until 1615 when the Duke of York made contact with her. The enemy was fine on the British battleship's port bow. The Duke of York altered her own course to the southeast in order to bring a full broadside to bear on the enemy and quickly obtained a bit

Bear Is.

bear on the enemy and quickly obtained a hit.

In an effort to evade the enemy closing in on her, the Scharnhorst turned back northward and a few minutes later again altered her course, proceeding at maximum speed eastward. The British forces, with the Duke of York to the westward, took up the chase of the fleeing enemy. There was danger that the Scharnhorst's superior speed might allow her to draw away from Admiral Fraser's flagship.

The destroyers Savage, Saumarez, Scorpion, and His Norwegian Majesty's ship Stord, which had been steaming at full speed to get ahead of the enemy, turned in and, practically unsupported, attacked with torpedoes.

The Scharnhorst was hit probably by

The Scharnhorst was hit probably by three torpedoes in this attack which reduced her speed and enabled the Duke of York to close the range and engage again.

Shortly afterward the Scharnhorst was seen on fire and lying nearly stopped. The cruiser HMs Jamaica delivered a final torpedo attack after which the Scharnhorst sank at 1945 in a position about 60 miles

Bear Is

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northeast of North Cape. Some survivors were picked up and made prisoners of war. The convoy, which had sustained neither damage nor loss, proceeded toward its destination without further incident. HMS Norfolk and Saumarez suffered a few casualties and minor damage. The next of kin of the casualties have been notified. A message of congratulations has been sent by His Majesty, The King, to the commander-in-chief of the fleet saying: "Well done, Duke of York, and all of you. I am proud of you."

29 DECEMBER

U. S. Pacific Fleet Press Release

Navy medium bombers of Fleet Air Wing 2 which raided Nauru on the morning of 29 December (west longitude date) destroyed an ammunition dump and started several fires. Several of our planes suffered minor damage. One Navy Liberator while on a search mission in the Marshalls on 27 December damaged a tanker.

London, Admiralty: In a combined action of 27 and 28 December, aircraft of the Coastal Command and ships of the Royal Navy in cooperation with ships of the United States Navy sank an armed blockade runner and three German destroyers in the approaches to the Bay of Biscay.

The blockade runner, a fast, modern ship of about 5,000 tons, was sighted Mon-

day morning by a Sunderland flying boat 500 miles west-northwest of Cape Finisterre. The enemy was proceeding unescorted on an easterly course. The Sunderland signalled and other aircraft and cruisers were disposed to intercept.

Aircraft of the RAF and RCAF shadowed the runner for several hours. The first attack was carried out by an RCAF Sunderland. The aircraft was damaged but pressed home the attack and one bomb was seen to explode close to the blockade runner. Later a Liberator from a Czech squadron successfully engaged the enemy. One bomb hit the stern, which caused an explosion of such intensity that the force rocked the aircraft 600 feet above the ship. Shortly afterward flames spread from the stern to stem. The Liberator was unable to remain. A Hallfax later reported that the enemy ship was stopped with a heavy list and down by the stern. At intervals further explosions rocked the ship. Her crew abandoned ship and were seen in life rafts.

Soon after dawn on Tuesday a Liberator

crew abandoned ship and were seen in life rafts.

Soon after dawn on Tuesday a Liberator of the U. S. Navy, operating with the Coastal Command, sighted 11 German destroyers about 200 miles from the scene of the previous day's action. The enemy force consisted of five modern Narvik class destroyers, each mounting 4.5-inch guns. The destroyers were proceeding westwardly, probably with the intention of keeping a rendezvous with the homeward-bound blockade runner.

The aircraft signalled and the HMS Glasgow and HMS Enterprise, between the destroyers and their base in southern France, made full speed to make contact. Our aircraft continued to shadow the enemy force despite poor visibility, attempted interference from enemy aircraft and considerable antiaircraft fire. The enemy then turned eastward.

His Majesty's cruisers sighted the enemy early in the afternoon about 12 miles to the southeastward. Both cruisers opened fire on the enemy, who replied. For an hour a running fight ensued. During this time a number of hits were scored on several enemy ships.

fire on the enemy, who replied. For an hour a running fight ensued. During this time a number of hits were scored on several enemy ships.

Halifaxes and Sunderlands of the Coastal Command, with Liberators of the U. S. Navy, joined in the battle and the Liberators made a number of attacks. Beaufighters of the Coastal Command and Mosquitos provided air cover for His Majesty's ships. One Heinkel was shot down by a Mosquito.

The enemy destroyers showed no eagerness to fight and split into smaller units to escape. The cruisers concentrated their pursuit on four destroyers which turned north. A running fight then ensued which lasted until dusk. The enemy attempted to use smoke screens.

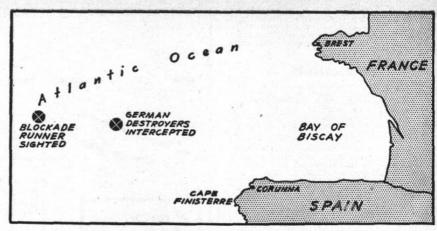
HMS Glasgow reported that during the engagements three enemy destroyers were sunk by gunfire and the remainder escaped but were known to have been damaged. About 150 survivors on lifeboats, dinghies and rafts were sighted. HMS Glasgow suffered a few casualties. As a result of these actions one Halifax and one Beaufighter are missing.

CARO, Middle East Air: The enemy is making desperate attempts to supply the Dodecanese and Aegean islands under his control. Bombers and fighters of the RAF and USAAF continue to successfully attack small shipping on which the enemy is forced to rely.

On 24 December a 200-ton vessel was sunk and a smaller sailing vessels loaded with troops. Sunday two large sailing vessels were also scored on fishing vessels loaded with troops. Sunday night heavy bombers attacked shipping and ports at Piraeus, Greece. Monday a 500-ton coaster was at-



See communiques of 27 December and 2 January.



See communique of 29 December.

tacked off the coast of Rhodes, and left damaged. Yesterday a large sailing ship was set afire at Kythera.

30 DECEMBER

U. S. Pacific Fleet Press Release

Army heavy bombers of the 7th Air Force attacked Maloelap on 28 December (west longitude date). Our planes encountered heavy opposition by Zeros. Two Zeros were destroyed; 10 were probably destroyed. Two of our planes were shot down. Army light bombers of the 7th Air Force, escorted by Army Airacobras, made low altitude attacks on Mille on 28 December. Several of our planes received minor damage. Navy search Liberators of Fleet Air Wing 2 were intercepted near Kwajalein on 28 December by ten enemy fighters. Three planes were destroyed. We lost one plane.

plane. Enemy bombers made high altitude evening nuisance raids on Tarawa 27 December and again 28 December, causing no damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Wide Bay: Our long-range fighters destroyed a fuel-laden barge. . . . Empress Augusta Bay: Our naval units bombarded defensive installations.

31 DECEMBER

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA: Our heavy units bombed shipping at Manokuari. Four of ten intercepting fighters were shot down. A 1,000-ton cargo ship was left in flames at Ceramlacet. ... Timor: Long-range fighters strafed and damaged two coastal vessels off Lauten. LONDON, Admiralty: The Board of Admiralty regrets to announce that the trawler Has Adventurine has been lost.

BERLIN, Nazi broadcast: "As announced in a special report, the British Navy suffered severe losses in the Battle of Biscay. The British cruisers Glasgow and Enterprise were damaged and one of them set afire. German U-boats in smart attacks torpedoed six destroyers. The sinking of five destroyers could be clearly seen and the sinking of another can be regarded as certain. Another British destroyer was sunk off Newfoundland by German U-boats. The British Navy thus lost seven destroyers urgently needed for convoy work."

1 JANUARY

Navy Department Communique No. 493

No. 493

1. In the early morning of 29 November the U. S. destroyer Perkins was sunk as the result of a collision off the southeast coast of New Guinea.

2. During the morning of 17 December the coastal transport APC-21 was sunk by enemy aircraft off the southern coast of New Britain Island.

3. The next of kin of the casualties in the Perkins have been notified. The next of kin of the casualties of the c be notified as soon as possible.

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force raided Kwajalein on 30 December (west longitude date). No enemy inter-ception was encountered. Army light bombers, escorted by Aira-cobra fighters, made an attack on Mille on the afternoon of 30 December. There was

no fighter opposition. All our planes re-

Army medium bombers raided Jabor in the Jaluit Atoll on 30 December, strafing and bombing ground installations. None of our planes was damaged.

Berlin, Nazi broadcast: "In the battle against Anglo-American shipping, the Luftswaffe and navy during December sank 35 merchantmen aggregating more than 225,000 tons. Twenty-four more ships aggregating 122,000 tons were so badly damaged by bombs and torpedoes that the loss of many of them may be assumed. Also sunk were 18 destroyers, 1 torpedo boat and 2 gunboats. Two cruisers, 1 medium warship, 1 destroyer and 5 torpedo boats were so heavily damaged that some must be considered lost. In the same period the Soviets lost 6 submarines, 4 torpedo boats, 2 gunboats, 1 ice-breaker, 15 landing craft and a number of other craft." BERLIN, Nazi broadcast: "In the battle

2 JANUARY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Saidor: We have seized Saidor on the north coast of New Guinea. In a combined air, sea and land operation elements of the 6th Army landed on three beaches under cover of heavy air and naval bombardment. The enemy was surprised and the landings were accomplished without loss

Admiralty Islands: One of our night air patrols attacked two enemy cargo ships of 9,000 and 5,000 tons in Hyane harbor, sinking the larger with a direct hit amidships with a 1,000-pound bomb, and damaging the other.

ing the larger with a direct hit amidships with a 1,000-pound bomb, and damaging the other.

Cape Hoskins: One of our night air units damaged a destroyer in Kimbe Bay with a direct hit by a 500-pound bomb. . . Cape Gloucester: Air patrols swept the shoreline, wrecking five barges. . . Bougainville: Our light naval surface units shelled Tekessi River mouth and installations.

ALGIERS, Navy: PT boats of the U. S. Navy attacked shipping in the Gulf of Genoa the night of 29-30 December. An enemy trawler was damaged and a torpedo attack on another ship resulted in an explosion. The following night British destroyers attacked a schooner off the east coast of Italy and drove it ashore.

Chungking, 14th U. S. Air Force: Additional reports on activity of 30 December reveal that 14th Air Force Mitchells on a shipping sweep over the Yangtze near Lukwan sank a 100-foot cargo vessel and a 175-foot cargo ship. Continuing their mission, they blew up a 250-foot troop transport near Anking, sank another 75-foot cargo boat and damaged a river gunboat. The total for the action wis four ships sunk and one gunboat damage!

3 JANUARY

Navy Department Communique

Atlantic

1. A U. S. destroyer was torpedoed and sunk in the Atlantic on 24 December, 1943. The next of kin of the casualties aboard the destroyer will be notified by telegram as soon as casualty reports are received. received.

North Pacific
2. On 31 December 1943 a group of Army bombers bombed Paramushiru. Results were not observed. All our planes returned safely.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—New Ireland: At Kavieng our carrier-based bombers and fighters attacked an enemy force of two heavy cruisers and two destroyers. Both cruisers were hit by bombs and torpedoes and set afire. One of the destroyers was hit by a bomb and both were heavily strafed. Eleven of 30 intercepting planes were shot down over the target and four more probably shot down. A bomber and another fighter on reconnaissance were destroyed later.

Vitu Islands: One of our heavy units bombed and destroyed two barges in Peter Harbor. . . . Madang: Our light naval units sank two barges off Vincke Point. . . . Bougainville Straits: Our night air patrols bombed and strafed six barges near Oema Island.

Island.

4 JANUARY

U. S. Pacific Fleet Press Release

Heavy bombers of the 7th Army Air Force attacked Wotje and Taroa on 2 January (west longitude date). Approximately 30 enemy fighters were encountered in each strike. Our bombers shot down eight Zeros at Wotje and probably destroyed five more. At Taroa two Zeros were shot down and two others were probably shot (west longitude date). Approximately

Medium bombers of the 7th Army Air Force raided Jaluit Atoll 2 January. Dam-age and losses to our planes for the day

slight.

were slight.
Ten enemy planes bombed our installations on Abemama on the night of 2 January with slight damage. Two men were killed.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—New Britain: Our air patrols over Wide Bay destroyed or damaged one schooner, one lighter, two barges. . New Guinea: At Sio our light units sank two loaded barges off Reiss Point and two others at Nambariwa.

5 JANUARY

Navy Department Communique No. 495

1. The U.S. submarine Pompano is over-due from patrol and must be presumed to

be lost.

2. The next of kin of personnel in the Pompano have been so notified.

U. S. Pacific Fleet Press Release

Army Liberators of the 7th Air Force bombed Jaluit 4 January (west longitude date). All of our planes returned.
Army medium bombers scored two hits on a cargo transport at Jaluit on 3 January. Army dive bombers, escorted by Aircobras, raided Mille on 3 January. One of our fighters was shot down by antiaircraft fire.

fire. Enemy planes dropped bombs at Tarawa, Makin and Abemama on the night of 3 January and at Tarawa 4 January without

damage to our installations.

London, Air Ministry and U. S. Army: Strong formations of U. S. 8th Air Force heavy bombers attacked shippards at Kiel and other targets in Germany . . . Admiralty: Two naval fighter aircraft operating from a carrier protecting an Atlantic convoy attacked and shot down a Focke-Wulfe which had been shadowing the convoy. convoy

convoy.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kupang: Our escorted medium and heavy units attacked shipping in the harbor, scored hits on an escort vessel and two cargo ships of 2,000 and 4,000 tons. The two freighters exploded and burst into flames. ... Kavieng: Our heavy units from the Solomons bombed shipping in the harbor after dawn. ... Dover Island: Our air patrols strafed and damaged an enemy troop-carrying, loaded barge.

6 JANUARY

London, Admiratty: In operations against German and German-controlled shipping in the Mediterranean, a total of eight vessels including a large tanker have been sunk and two other vessels damaged by His Majesty's submarines. The tanker was sunk in the Gulf of Genoa while in convoy.

In the same area a large supply ship was hit by a torpedo but it was impossible to observe full results . . A small naval auxiliary vessel was sunk by a torpedo off the French coast. Three other vessels, two of which were carrying ammunition, were sunk in the same area . . . In the Aegean, an enemy unescorted supply vessel was sunk by torpedoes south of Lemmos and two small supply vessels were sunk by



See communique of 3 January.

gunfire. Another supply vessel was badly damaged by gunfire. ALGIERS, Navy: During the night of 3-4 January, British destroyers bombarded

January, British destroyers bombarded Pesaro.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Our carrier planes from the South Pacific attacked two enemy destroyers in the harbor, scoring hits with 1,000-pound bombs and torpedoes. Both warships were heavily damaged.

New Guinea: One of our night patrols sunk a 1,500-ton enemy cargo ship at Isumrud Strait . . Our light naval units at night sank a barge off Bogadjum . . Our light naval units at night sank a barge off Bogadjum . . Our light naval units at night sank a barge off Bogadjum. Near Rabaul, one of our night reconnaissance units scored a direct hit on a subchaser in Keravia Bay . . Our air patrols strafed an enemy float plane and destroyed two barges in Rottock Bay.

Moscow, Russian broadcast: In the Black Sea, one high-speed enemy Invasion barge was destroyed. Six others were damaged.

was destroyed. Six others were damaged.

7 JANUARY

NEW DELHI, Southeast Asia Allied Command: Sweeping up the Kaladan and Irrawaddy rivers, RAF fighters on Monday successfully shot up more than 80 river craft. On Wednesday, more than 40 river craft were damaged. On Tuesday, USAAF medium bombers and fighters sank a steambat and damaged numerous since cart in boat and damaged numerous river craft in the Mu river

CAIRO, Middle East Air: RAF and USAAF CARO, Middle East Air: KAF and USAAF planes continue to destroy enemy shipping in the Aegean and Mediterranean. On 2 January two large sailing vessels were intercepted off southern Greece. On 3 January a large sailing vessel was left sinking north of Leros. On 7 January a sailing vessel and a motor launch were sunk off Rhodes. Shipping in Palo harbor was attacked, with results not observed.

8 JANUARY

Navy Department Communique No. 496

Pacific and Far East

1. U. S. submarines have reported the sinking of 10 enemy vessels in operations against the enemy in waters of these areas

as follows:
Sunk: One large tanker, one large freighter, one medium-sized transport, five medium-sized freighters, two small freight-

2. These actions have not been announced in any previous Navy Department

ALGIERS, United Nations: Fighter-bombers and fighters made some sweeps over the Yugoslav coast and attacked merchant vessels in the port of Makarska.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor: Our medium units bombed

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor: Our medium units bombed a 4,000-ton enemy cargo ship and strafed four barges near Romang Island... Rein Bay: Our air patrols strafed two barges... Isumrud Strait: One of our night patrols attacked and sank a 5,000-ton enemy tanker and left a 1,500-ton cargo ship on fire... Huon Peninsula: Air patrols destroyed a barge at Gauss Point... Buin: Naval units damaged three enemy barges.

LONDON, Admiralty: Sloops of the Royal Navy destroyed two U-boats within eight hours.

hours.

9 JANUARY

U. S. Pacific Fleet Press Release

Dive bombers of the 7th Air Force, accompanied by Navy fighters, attacked Mille Atoll in the Marshall Islands on 7 January

(west longitude date). No fighter intercep-tion was encountered.

On the evening of 7 January enemy planes dropped bombs on Tarawa without damage to our installations.

Advanced Allied Headquarters in New Guinea—Uligan Harbor: Our medium units set numerous fires along the waterfront and

silenced six gun positions. At least six barges were destroyed. Two barges were damaged in Sarong Harbor . . . Saidor: Our light naval units on night patrol off Pommern Bay sank five enemy barges loaded with troops and supplies . . Timor: One of our medium units bombed a 4,000-ton cargo ship and strafed five barges near Romang Island . . . Choiseul: One of our light naval units shelled shore positions during the night.

10 JANUARY

U. S. Pacific Fleet Press Release

U. S. Pacific Fleet Press Release
Navy search Liberators of Fleet Air Wing
2 bombed Kwajalein Island on 9 January
(west longitude date). No enemy fighters
were encountered and antiaircraft fire inflicted no damage.

In the evening of 9 January, heavy bombers of the 7th Army Air Force bombed
Wotje. In a separate operation carried out
the same night, Navy search Liberators
also attacked Wotje from low altitude,
sinking an auxiliary oiler and another small
vessel offshore, wrecking two planes on the
airfield, and damaging shore installations.
All of our planes returned safely.

In the morning of 8 January medium
bombers of the 7th Army Air Force attacked
Emidj Island in the Jalui Atoll. One of our
planes was damaged by antiaircraft fire
and one crew member was wounded.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Heavy units bombed enemy shipping southwest of Cape Matanalem. A Solomons patrol bombed a barge base in the Feni Islands . . Five barges were destroyed at Kiep and Guma . . Uligan: Barges and luggers were strafed and fired. In a later patrol three barges were destroyed . . Buka area: Our air patrols destroyed three planes at anchorage and burned two barges . . Buin-Fasi: Our light naval units bombarded shore targets at Shortland, Fais and Poporang . . Saidor: Our naval units bombarded shore installations at Gali, starting fires. Our light surface craft on night patrol off the coast sank or destroyed 11 enemy barges. ADVANCED ALLIED HEADQUARTERS IN NEW or destroyed 11 enemy barges.

11 JANUARY

ALGIERS, Navy. During the night of 7-8 January our destroyers in the Adriatic sank three schooners and successfully shelled trains on the coastal railway each side of Civitanova. They also bombarded installations at Ancona. The following night destroyers damaged four schooners and left them abandoned, caused interference with railway traffic, and shelled San Benedetto. CAIRO, Middle East Air: Bad weather continues to interfere with attacks on enemy shipping in the Aegean and has also diminished the amount of shipping which has been able to put to sea from Greece and enemy-held islands.

ADVANCED ALLIED HEADQUARTERS IN NEW

enemy-held islands.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Our night air patrols set fire to an enemy destroyer with a direct hit amidships... Hansa Bay: Our night patrols attacked and left in flames a 1,500-ton enemy cargo vessel... Uligan: Our fighters on coastal patrol destroyed three enemy barges and started fires in a group of 15... Choiseul: Our naval units bombarded shore installations. barded shore installations.

12 JANUARY

U. S. Pacific Fleet Communique
Navy search Liberators of Fleet Air Wing
2 made low altitude daylight attacks on
shipping and shore installations at Kwajalein Island on 11 January (west longitude
date). Six small cargo ships were bombed;
two of these were sunk and the rest damaged. Several buildings and other installations were set aftre on shore and two planes
were damaged on the air field. No fighter
interception was encountered.

Army heavy bombers of the 7th Air Force
bombed Tarao Island in the Maloelap Atoll
on the night of 10 January setting a number of fires and wrecking two planes on
the ground. Another group of 7th Air Force
Liberators bombed Mille Atoll in the evening of 10 January. All of our planes returned without damage.

Enemy bombers carried out nuisance

Enemy bombers carried out nuisance raids at Tarawa in the evening of 9 Janu-ary and at Makin and Abemama the night of 10 January, causing no damage.

ALGIERS, Navy: British destroyers oper-Alglers, Navy: British destroyers operating off the Adriatic coast of Italy during the night of 9-10 January damaged railway trains by their gunfire and bombarded San Benedetto with effect. They also hit a schooner and drove it ashore . . . Air communique: A large explosion and several

fires were started in Piraeus harbor by our heavy bombers. Over the Dalmatian coast, fighters hit several freighters.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—New Britain: At Arawe our air patrols heavily strafed four barges in the Itni River... Cape Gloucester: Our artillery destroyed two barges off Natamo Point. Our attack patrols strafed one enemy barge and set afire three more at Rein Bay... New Guinea: Fourteen barges, four luggers and numerous small coastal craft were destroyed in bombing sweeps from Bogia harbor to Cape Croisilles... Saidor: Our light naval units sank nine enemy barges and damaged 11 others. Many of the barges contained troops. Our air patrols destroyed one enemy barge and damaged two more.

13 JANUARY

U. S. Pacific Fleet Press Release

U.S. Pacific Fleet Press Release

Bombers of the 7th Army Air Force struck Maloelap Atoll in the Marshalls in the evening of 11 January (west longitude date). A small auxiliary vessel was sunk, a medium cargo vessel was heavily bombed and may have been sunk, and a large destroyer was damaged. Installations on several of the atoll's islands were bombed. Two of six enemy fighters which attacked our planes were believed damaged. All our planes returned safely.

Planes of the 7th Army Air Force carried out two attacks on Mille Atoll on 10-11 January. One of our planes was lost but the crew was saved.

In the early morning of 12 January, en-

In the early morning of 12 January, enemy bombers attacked Tarawa causing minor damage to installations. Our casualwere minor.

Algiers, Navy: Our destroyers during the night of 10-11 January continued to harass enemy rail traffic on the east coast of Italy

harass enemy rail traffic on the east coast of Italy.

London, Admiralty: The Admiralty regrets to announce that the destroyer HMS Hurricane has been lost.

Advanced Allied Headquarters in New Guinea—New Ireland: One of our air patrols damaged an enemy destroyer at Kavieng. . . New Britain: Near Cape Busching our air patrols strafed two enemy surface craft, sinking one and damaging the other. . . New Guinea: In Hansa Bay our night patrols left a 1,000-ton enemy cargo vessel in flames. . . Four barges and a medium bomber were destroyed by our planes at Alexishafen. . . Three barges were destroyed along the Bogadjim coast. . . . Off Reiss Point, Huon Peninsula, our light naval craft sank three enemy barges loaded with troops and two more barges which were loading at Sio.

Caro, Middle East Air: Two supply schooners were attacked north of Monemvasia, in southern Greece. One was blown out of the water, and the other was set affre, both sinking.

14 JANUARY U. S. Pacific Fleet Press Release

Aircraft of the 7th Army Air Force attacked installations on Mille Atoll in the Marshalls 12 January (west longitude date). There was no enemy fighter opposition. All our planes returned safely.

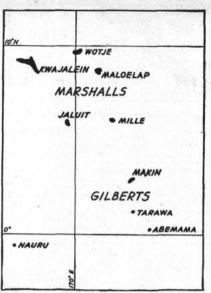
ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Our heavy units scored a direct hit with a 1,000-pound bomb on a 7,000-ton cargo vessel and left it badly crippled and sinking. . . Rabaul: Six barges in Keravia Bay were strafed and seven planes caught on the ground were destroyed. . . . Gasmata: Small craft were strafed in the Anwek River. . . Wewak: Our night patrols attacked and damaged a small cargo ship. . . . Isumrud Strait: Three enemy barges were set after near Mugil Point. . . . Bogadjim: Eight enemy barges were fired and destroyed by air patrols in coastal sweeps.

coastal sweeps.

Moscow, broadcast communique: In the Black Sea two enemy barges and one freighter of 1,500 tons were sunk.

15 JANUARY U. S. Pacific Fleet Press Release

7th Army Air Force planes attacked Mille Atoll in the Marshall Islands in daylight 13 January (west longitude date). Buildings in the cantonment were set afire and planes on the ground were damaged by machinegun fire.



Area of air raids reported in Pacific Fleet press releases throughout the month.

Wotje Atoll was raided by 7th Army Air Force bombers in the evening of 13 January. Hits were made on shore facilities and several small craft were destroyed.

In the early morning of 14 January our bombers attacked Namur and Roi Islands in the Kwajalein Atoll setting fire to several installations ashore. Later in the morning of 14 January, Army bombers made a low-altitude attack on shipping at Wotje, sinking one medium cargo ship.

No enemy fighter opposition was encountered in these strikes and all our planes returned safely.

CHUNGKING, 14th U. S. Air Force: In a sweep over the China Sea, planes of the 14th Air Force bombed and sank a Japanese cargo ship of 2,500 tons and another of 1,800 tons.

1,800 tons.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Timor: Our long-range fighters executed a low-level sweep along the north coast. A 1,200-ton enemy ship off Atapupu was attacked, set afire and left sinking. At Babau a 500-ton freighter was attacked and damaged. . . Bunabuna: Four barges were destroyed dwing a coastal sween damaged... Bunabuna: Four ba destroyed during a coastal sweep.

16 JANUARY

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Rabaul: Forty of our escorted dive-bombers attacked shipping in Simpson harbor, scoring direct hits and near misses on several cargo vessels, a light cruiser, and a destroyer. Of 60 to 70 intercepting fighters, 29 were shot down with many other probables. . . . Bumabuna: Our fighter partols destroyed a two-masted schooner. . . . Febi Island: Our night patrols strafed barge formations. formations.

17 JANUARY

U. S. Pacific Fleet Press Release

U. S. Pacific Fleet Press Release

The Army Air Forces planes made two daylight raids on Mille Atoll in the Marshall Islands on 16 January (west longitude date). In the first attack, two enemy bombers were shot down over the airfield. In the second, carried out in considerable force, ground installations were heavily machinegrunned. One of our planes was shot down. On the afternoon of 15 January, 7th Army Air Force bombers made a low-altitude attack on Maloelap. Airfield and fuel station installations were damaged and several planes were hit on the ground. Two cargo ships were bombed and may have been sunk. Approximately 45 enemy fighters were encountered. Two of these were believed shot down. One of our bombers was lost.

Navy search planes sank a small cargo vessel at Likiep Atoll and probably sank another small cargo ship at Jaluit on 15

another small cargo ship at Jaluit on 15 January.
Enemy bombers made three raids on Makin and two on Tarawa on the night of 15 January.
There was no appreciable damage to our installations. Casualties were light. One enemy plane was shot down at Makin.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Kavieng: Our night air patrols attacked a convoy off New Hanover. A 10,000-ton cargo vessel was hit twice amidships and destroyed. Two other ships of 8,000 tons and 6,000 tons sustained direct hits and were left aflame. . . . A number of enemy barges were destroyed at Sio.

CHUNGKING, 14th Air Force: Mitchells on a sea sweep sank an 850-ton collier off Swatow, then bombed a lighthouse and attacked other craft.

18 JANUARY

Allied Headquarters in New Guinea—
Ambonia: Our heavy units attacked enemy shipping in Ambon harbor, setting fire to a 9,000-ton merchant ship... Tenimber slands: Long-range fighters sank two enemy coastal craft... Admiralty Islands: Our patrols bombed a 2,000-ton enemy cargo ship, leaving it stationary and sinking... Arawe: Our fighters sank two heavily laden supply craft in Marjie Bay. Our light naval units destroyed three enemy barges at Didi... Matchin Bay: Fighters strafed enemy barges.

Moscow, broadcast communique: In the Barents Sea a 6,000-ton Nazi tanker was sunk. In the Black Sea our airmen destroyed two enemy torpedo boats.

19 JANUARY

U. S. Pacific Fleet Press Release

Navy search planes of Fleet Air Wing 2 attacked Kusale Island (in the Carolines), a Japanese air base southwest of the Marshall Islands in daylight on 17 Juny (west longitude date), bombing shore facilities. In the afternoon of 17 January, bombers of the 7th Army Air Force attacked Mille atoll, scoring hits on storage facilities and airdrome installations. All of our planes returned safely from both operations. Enemy bombers made a nuisance run at Tarawa at dusk 17 January, causing no damage.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Rabaul: Our Solomons-based torpedo and dive bombers with strong escorts attacked Simpson Harbor at midday. Direct hits with 1,000 and 2,000 pound bombs were scored on eight cargo ships, three of which explodel and sank. Two others were left burning and probably sinking. Three others were seriously damaged. Eighteen fighters were shot down . . . Cape Pomas: One of our night patrols scored direct hits on a 2,000-ton enemy freighter which was left sinking.

on a 2,000-ton enemy and a 2,000-ton left sinking.

Algiers, Navy: Our destroyers have shelled Rovigno, Durazzo, Drvenik and Vela Luka. British coastal forces torpedoed a small ship in Sumartin Harbor. American coastal forces attacked lighters

off Spezia.

off Spezia.

ADVANCED ALLIED HEADQUARTERS IN NEW GUINEA—Lorengau: Our night air patrols bombed and blew up a 5,000-ton enemy ammunition ship and sank a 2,000-ton reighter... Rein Bay: Our fighters destroyed three barges... Arawe: Our air patrols damaged six surface craft... Hansa Bay: Our night patrols destroyed a 3,000-ton enemy freighter.

LONDON, Admiralty: The Admiralty regret to announce the loss of the destroyer HMS Tynedale.

ALGIERS, French Navy: One of our sub-

ALGERS, French Navy: One of our sub-marines successfully attacked two enemy ships... We regret to announce that one of our submarines is overdue and must be

presumed to be lost.

LONDON, Polish Navy: During a recent patrol in the Aegean Sea the submarine patrol sank a 6,000-ton enemy supply ship. She also destroyed two small supply ships.

20 JANUARY

U. S. Pacific Fleet Press Release

U. S. Pacific Fleet Press Release

Seventh Army Air Force Mitchell bombers made daylight low altitude raids on Mille Atoll in the Marshalls on 18 and 19 January (west longitude date).

In the first attack hits were made on gun emplacements, buildings and airdrome installations. One enemy fighter was damaged on the ground.

In the second attack five grounded planes and airdrome installations were hit. Two of our planes were lost.

The 7th Army Air Force fighters attacked Jaiuit Atoll on 19 January, damaging two small vessels.

On 18 January Jabor Island was attacked by Dauntless dive bombers of the 7th Air Force. Fires were started in fuel storage areas. Two of our planes were shot down.

Benefits for Veterans

(Continued from Page 9)

amination is made or the treatment rendered. (b) In hospital treatment for a service-connected condition, an applicant whose disciplinary record is clear can be furnished Government transportation, with incidental expenses, to cover travel to a Veterans' Administration hospital. (c) In hospital treatment for non-service connected condition, transportation and incidental expenses may be supplied as in (b), if the applicant swears he is unable to defray cost. Prior authority from Veterans' Adm. is necessary.

DISABILITY PENSIONS. Amounts payable to a veteran for disabilities due to war service run from \$10 a month for 10% disability up to \$100 a month for 100% disability (average runs around \$40 a month). However, for certain conditions involving extensive loss or helplessness, special pension up to \$250 per month may be authorized. Disability must have been incurred in line of duty, without misconduct, and veterans must have been separated from the service under honorable conditions. Also, World War II pension in excess of \$20 per month may not be paid to any veteran who is receiving hospital, institutional or domiciliary care from the U.S. or a political subdivision thereof and who does not have a wife, child or dependent parent.

RETIREMENT PAY. Benefits of retired and retainer pay are of interest to naval personnel who may wish to make the Navy their career. In general, long service or physical disability are among the requirements but the conditions, provisions and extent of these benefits are covered by many statutes and decisions, and do not permit brief summary.

INSURANCE: GOVERNMENT. Your National Service Life Insurance is one of your most valuable assets. Don't let it lapse. It may be continued on the 5-year-level-premium-term plan for five years from the effective date, or it may be converted after you've had it for one year into any one of three types of policy: Ordinary Life, 20 Payment Life, or 30 Payment Life.

A deduction from service pay covers premium due in month following that in which deduction is made. To avoid lapse after discharge, forward your premiums promptly to the Collections Subdivision, Veterans' Administration, Washington, D. C., by check, draft or money order, payable to "Treasurer of the United States." Give your full name, address, rank or rating, service or file number, and insurance certificate number. (U. S. Government Life Insurance, for veterans of World War I, may be continued similarly.)

INSURANCE: PRIVATE. Thanks to the Soldiers' and Sailors' Civil Relief Act.

most insurance with private companies is also afforded protection against lapse provided you apply for such protection while you are still in active service. If unable to pay premiums, you can arrange for postponement. Apply on Veterans' Administration Form 380, sending original to your insurance company and copy to the Veterans' Administration, Washington, D. C. Your insurance will be protected against lapse for a period up to two years after your discharge or the end of the war, whichever is earlier, but don't forget that you will have to pay up all back premiums, with interest.

EDUCATIONAL SERVICES. A wise serviceman will do all he can to prepare himself for the world he's coming back to. He can be learning either through classes under Navy Educational Services, correspondence courses offered by U. S. Armed Forces Institute, or university extension courses available through USAFI.

Any serviceman who was taking one of these correspondence courses at the time of his discharge is permitted to continue any course actually under way at the time of his discharge. In addition, many veterans will want a record of their education, training and experience in the Navy for possible use in obtaining school or college credit, or to present to a prospective employer when looking for a job. This record can be obtained upon application through your Educational Services officer or direct to USAFI.

TRANSPORTATION. This is available under three categories:

Officers and nurses of the Naval Reserve on release from active duty are entitled to mileage from the place of release to the place from which ordered to active duty; i.e., the place to which active duty orders were addressed.

Enlisted personnel of regular Navy discharged except by way of punish-



Great Lakes Bulletin (NTS, Great Lakes)

"May I see someone with a little authority?"

ment for an offense or for own convenience will be entitled to 5ϕ per mile from place of discharge to place of acceptance for last enlistment. (Exception: men discharged for disability are entitled to transportation and subsistence to home. If such discharge is not the result of own misconduct they may elect to receive 5ϕ per mile to place of acceptance for last enlistment.)

Enlisted personnel of Naval Reserve who enlisted through regular recruiting procedure, and who are discharged or released except by way of punishment for an offense or for own convenience, will be entitled to 5¢ per mile from place of discharge or release to the place from which last ordered to active duty. Those enlisted members of the Naval Reserve inducted into naval service under the Selective Training and Service Act, and who are discharged or released except by way of punishment for an offense or for own convenience, will be entitled to 5¢ per mile from place of discharge or release to the location of the local board where they first reported for transfer to an induction center.

TRANSPORTATION FOR DEPENDENTS AND MOVEMENT OF HOUSEHOLD GOODS may be provided to those members of the regular Navy and of the Naval Reserve (including the Women's Reserve) and retired personnel of the regular Navy who hold ratings of petty officer, second class, or above, from last permanent duty station to official residence of record when ordered to active duty.

Transportation of dependents and movement of household goods may not be provided by the Navy to retired members of the Navy or members of the Naval Reserve below petty officer, second class; or to Navy nurses.

Under no circumstances will transportation of dependents or movement of household goods be provided to individuals who are separated from the service by resignation, revocation of temporary appointment, furlough, or discharge from the regular Navy. In the case of individuals discharged from the Naval Reserve because of physical disability not due to the officer's or the man's own conduct, transportation of dependents is authorized notwithstanding the fact that discharge was not preceded by a release from active duty, and travel is commenced within 60 days of discharge from hospital.

TAXES, which you may not have been paying much attention to while in the service, will concern you when you return. Possible advantages which you may enjoy as a veteran are:

- (1) Any benefits to which, as a veteran, you may be entitled and which you receive through the Veterans' Administration, are not subject to tax.
- (2) You will probably find little income tax still hanging over your head

when you come out, for two wartime provisions will have eliminated a good deal of it—the "forgiveness" of all or most 1942 Federal income tax for those in service during 1942 or 1943, and the increased exemptions for servicemen in 1943 (up to \$1,500 of service pay plus the regular exemptions of \$500 for single men, \$1,200 for married men,

and \$350 per dependent).

(3) Under the Civil Relief Act, if you were serving in the United States, collection of your income tax (whether falling due during or prior to your period of military service) is deferred without interest for a period up to 6 months after the termination of your military service, if you establish by a statement of your financial condition (filed with the Collector of Internal Revenue) that your ability to pay is materially impaired by such service. (For further details on income tax, see article on page 13 of this issue).

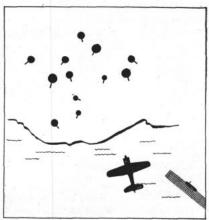
CIVIL RELIEF ACT. While you've been in service, you've been afforded the protective coverage which courts may grant by the provisions of the Soldiers' and Sailors' Civil Relief Act.

There is nothing in the law which relieves you from the actual payment of debts or other obligations incurred prior to your entry into the service. It is only when your ability to meet your obligations has been impaired because of such service that relief is afforded. Questions of the extent to which relief is afforded are left to the courts.

The court may stay proceedings for a period of not more than 6 months after termination of service. This act remains in force until 15 May 1945, unless the U.S. is then engaged in war, and in that event, until six months after the war is terminated by a treaty of peace proclaimed by the President.

TIPS FOR FUTURE VETERANS

1. Be conscious of all your rights and privileges. They have been devised



An Unlikely Problem In Combat Navigation

Map out a continuous course for this carrier-based bomber so that it can cover each pillbox and return to the ship (lower right) in five straight lines.

(Answer on Page 66.)

and made a part of the law of the country to set your mind at rest while you fight. They are not in any sense charity. The Canadian government tells its veterans, "there is no suggestion of financial reward for service with the armed forces of Canada because such service cannot be measured in terms of money." Anything that eases your return to civilian life is also an advantage to your community.

2. When in doubt about your rights or benefits, don't short-change yourself by saying, "Oh, I guess that doesn't apply to me," or "This isn't really important enough to bother anyone about." There are just and competent people to make such decisions for you; if your claim is just, they'll find it out and so advise you. If your claim is not well-founded, they can tell you that, too. Work through the appointed agencies ready and able to help you.

3. Prepare all possible claims or papers before discharge. Once you are out, long delays may be encountered in trying to get information you need.

4. Don't let your Government insurance lapse; it's a valuable asset. See paragraphs on insurance.

5. Protect your private insurance, too. Know your rights as to protection of private-company insurance during the war and after discharge.

6. Prepare yourself now for the world you will come back to. You can get courses through the Navy's Educational Services Program, and correspondence courses are available through the U. S. Armed Forces Institute, as well as university extension courses made available through USAFI.

7. Obtain a certificate of your courses by writing USAFI, if you are enrolled with them. They will forward a certificate to any school or college at which you wish to apply for academic credit, or to any employer to whom you wish to apply for work.

8. You can get War Ration books when you get back by applying at the War Price and Rationing Board for the place in which you live. Apply in person, with evidence of discharge.

Letters to the Editor

(Continued from Page 36)

is observed on some stations. But it has no basis in the regulations of either service.—ED.

TO THE EDITOR:

In the answer to Question 20 in the "What Is Your Naval I.Q." quiz of January you referred to "second class petty officer." The correct official designation should be "petty officer, second class" or "petty officer, third class." All petty officers are first class—presumably.—R. E. A., Comdr., USNR.

• The commander is right.—ED.

TO THE EDITOR:

The May, 1943, issue of the Information Bulletin, p. 38, has a section entitled "Enlisted Distinguishing Marks." The third designation in this section, entitled "Aviation Utility," states:

entitled "Aviation Utility," states:

"All enlisted personnel assigned to aviation duties wear a winged insignia midway between the wrist and elbow, on the left sleeve for men of the seaman branch and on the right sleeve for others."

Inasmuch as regular aviation ratings incorporate the winged design with the appropriate mark of their rating, information is requested as to whether or not the term "all enlisted personnel assigned to aviation duties" would include such ratings as yeomen, storekeepers, pharmacists mates, etc., who, although serving on aviation details, do not have any insignia showing that they are actually attached to an aviation activity.—T. A. S., Ylc.

• We were vague in the use of "aviation duties." By BuPers Circular Letter 28-43, aviation utility distinguishing marks are to be worn by

"personnel of any rating other than aviation branch, attached to and serving in the Air Department of carriers for a period of not less than three months under operating conditions."

TO THE EDITOR:

I was in the Maritime Service for two months previous to my enlistment in the Navy. Can I wear my Merchant Marine ribbon on a Navy uniform?— K.L.T., Sp (M) 3c, USNR.

• You may wear any Merchant Marine ribbon authorized by Congress which you earned before joining the Navy. Such a ribbon would be worn in the order earned, that is, ahead of any area ribbons which you may earn in the Navy.—ED.

TO THE EDITOR:

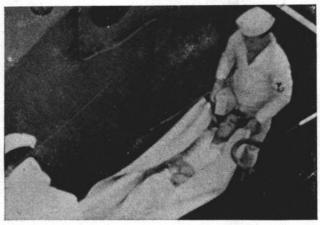
I have submitted an application for warrant . . . but I was born in Canada and was naturalized in December, 1936. According to the BuPers Manual, 10 years as a naturalized citizen is necessary for appointment, but I have been informed this condition is waived for a person with six months or a year of active duty. What are the regulations?—R.M., SK1c, USNR.

• As a matter of policy, the Bureau of Naval Personnel will not approve appointments in the Naval Reserve of foreign-born persons who have been naturalized less than 10 years and who have not resided continuously during the 10-year period in the United States. However, in exceptional cases where the applicant's qualifications are outstanding, the 10-year citizenship and residence requirement may be considered for waiver if the applicant is a citizen.

Tricks That May Save Lives TRAINING TIP OF THE MONTH

NAVAL PERSONNEL

TO MOVE INJURED persons without a stretcher: If you have no help and must get the victim to shelter, lay him down carefully and drag him by the collar. This is easier on him than if you tried to carry him.



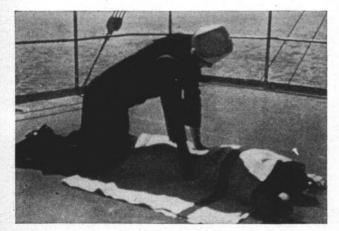
Two men can safely carry an injury victim in a blanket. It should be kept taut to hold his back straight and prevent further injury from strain on, or movement of, torn muscles, injured organs or broken bones.



LIFE SAVING: If the victim is threshing dangerously, approach him underwater and, keeping clear of his grasp, turn him away from you before attempting to bring him to the surface.



The "hair carry," shown above, is one of the safest and easiest methds of towing the victim to safety. It enables you to keep a secure grip on him while in a free swimming position beyond his reach.



ARTIFICIAL RESPIRATION: A blanket, placed as shown here, helps to restore normal body temperature in a victim of apparent drowning during the application of rhythmic pressure to reestablish breathing.



Before relieving the operator in artificial respiration, the relief should carry out the motions beside the victim until in step. The shift then can be made without breaking rhythm. Official U.S. Navy photographs



Official U.S. Marine Corps photograph

Marines on Tarawa storm a well constructed pillbox in which Japs refused to surrender even when surrounded.

How It Was Done at Tarawa

Attackers Planned Well, Came Armed for a Tough Fight—And Were Willing to Pay the Necessary Price for Victory

By MAJOR GEORGE FIELDING ELIOT

Military Analyst of the New York Herald Tribune

I. The Mission

As an integral part of the operations in the Pacific directed toward the eventual defeat of Japan, the decision was taken to drive the Japanese out of the Gilbert Islands.

This operation was the first amphibious attack on the system of Japanese island bases in the opening of a new active area, thus absorbing still

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further the Japanese strength, especially air and naval strength, and placing the Japanese under the necessity of making painful decisions as to the allocation of their forces. The attack on the Gilbert Islands must be

considered in connection with the operations in the South and Southwest Pacific areas, where heavy pressure is now being exerted against them and where they have already shown definite signs of weakness—especially in the air.

It must likewise be considered in connection with forthcoming operations in the Southeast Asia theater of operations, where the Japanese will require strong air and naval forces in order to maintain their grip on Burma, Sumatra and the Andaman Islands. There are good reasons to believe that the Japanese capacity for replacement of aircraft and of flying personnel is being overpassed by even the present rate of loss, whereas the capacity of the United Nations is rising rapidly.

There is likewise good reason to believe that the Japanese have not been able to replace naval vessels and merchant shipping as rapidly as they have lost them, and there must be taken into account the likely shift of the bulk of British naval strength from the Mediterranean to the Indian Ocean, considered alongside the tremendous success of the American naval and merchant shipbuilding pro-

Reprinted with permission from The New York Herald Tribune grams and the virtual conquest of the submarine in the Atlantic. All these conditions call for an increased pressure, especially by naval, air and amphibious forces, against the Japanese outposts in the Pacific Ocean.

The attack on the Gilberts seems primarily to have been designed to obtain possession of the Japanese air base on Betio Islet, in the Tarawa Atoll, in order to have an advance base for American land-based aircraft from which neutralizing operations could be carried out against the Japanese airfields in the Marshall Islands in support of carrier-based air groups.

This neutralization of enemy air power is a prerequisite for amphibious operations, and the step-by-step process required in order to obtain the necessary bases is an essential element in an amphibious campaign. No one likes the bloody and risky process of "island hopping," but no one has been able to suggest a better way to get at the vital centers of Japan and her vital sea communications. It is a specialization to the last degree in all who take part in it.

The move into the Gilberts may be considered the first step in an amphibious campaign in the Central Pacific area, whose ultimate objective is the capture of the Japanese bases in the Marshall and Caroline Islands and the recapture of Wake and Guam.

II. The Objective

Tarawa Atoll is one of the Gilbert Islands, a British colonial possession. The Gilbert Islands were occupied by the Japanese shortly after the attack on Pearl Harbor, and have been in Japanese hands ever since.

Tarawa lies almost at the junction of the equator and the international date line. Its exact position is 1° 30′ north, 173° 00′ east. It is the most important of the islands of the Gilbert

group.

In shape the Tarawa group forms a right-angled triangle, with its apex pointing almost due north; this triangle is about twenty-three miles long and has a base of about fourteen miles. The eastern and southern faces of the triangle consist of a continuous chain of small, low-lying coral islands. fringed by reefs. The western face is a submerged reef. The whole incloses a lagoon containing many small islands and innumerable coral heads. Navigation within the lagoon, especially for ships of any size, is dangerous. The ordinary aids to navigation have, of course, been removed. The position of shoals and coral heads is uncertain, and errors have been found in available charts.

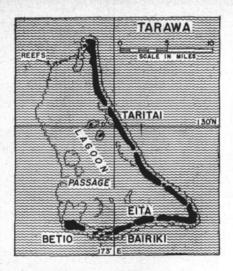
Betio Islet, where the Japanese defenses were concentrated, lies at the extreme southwestern part of the atoll. The entrance to the lagoon through the submerged reef is about three and a half miles north of the northwestern corner of Betio. Betio is surrounded by a shelving reef of its own, extending from 400 to 900 yards offshore. Betio itself is about two and a half miles long and an average of 800 to 1,200 yards wide, tapering at its eastern end down to a long narrow spit.

The northern side of Betio faces the lagoon. The western and southern sides face the open sea.

III. The Enemy Forces and Defenses

The Japanese garrison on Betio consisted of approximately 4,000 men of the Imperial Marines. These men are really bluejackets, wearing naval uniforms; they are specially selected from the personnel of the fleet for training in marine duties, and wherever encountered have shown a high esprit de corps, fine fighting qualities and great efficiency. There were also on the island some 400 unarmed Korean laborers, who took no part in the defense and surrendered at the first opportunity.

The backbone of the defensive armament consisted of eight 8-inch guns in four twin emplacements, one at the northwest and one at the southwest corner of the island, one on the narrow spit at the east and one about



midway of the north shore, near the shore end of the island's one pier. All these guns had wide and effective arcs of fire. Together they were able to sweep the whole of the south and west coasts with their fire, as well as a good part of the north coast.

There were also several pairs of 5-inch coast-defense guns on twin mounts and a number of dual purpose or antiaircraft guns of calibers upward of 3 inches.

All these guns were in well protected and well camouflaged positions, with plenty of shellproof cover for their crews near by. The gun positions and, indeed, all the Japanese defensive positions on the island were well connected by a system of protected communications.

Around the edge of the island the Japanese had built a tank trap consisting of a wide ditch with steep sides, covered by interlocking bands of fire from machine guns and heavy-caliber automatic guns in covered positions. Inside this tank trap, the whole island was dotted with block-houses of the heaviest construction, concrete and steel cupola-shaped pill-boxes, covered machine-gun nests built of coral blocks, with well established sweeping fields of fire, the whole connected by a system of trenches with scattered concealed foxholes.

The mobile armament of the garrison of Tarawa included field guns, machine guns and automatic rifies. There was an especially heavy armament of mortars. The rifie with which the garrison was equipped was the new type Japanese rifle of .33-caliber, replacing the old 6.5-mm. rifle which was standard equipment in the Japanese Army in 1941. The garrison had a few tanks, but these did not get into action to any serious extent, being knocked out by our covering fires.

Much of the beach and, in part, the shallow waters between the beach and the inner reef were protected by barbed-wire entanglements. Along the south coast the Japanese had constructed, between reef and shore, a partially submerged barrier of rein-

forced concrete pyramids so placed as

to be just invisible at high water and sufficiently close together so that "alligators" and other landing craft could not pass between any two pyramids.

The principal point to be kept in mind about the Japanese defensive system is its interlocking nature and the astonishing strength of its construction. Some of the blockhouses were found to have an overburden of five to six feet of coral sand, then lavers of palm logs strongly lashed together, then another three to four feet of sand or coral blocks, then still other layers of logs supported by steel girders; the whole superimposed on reinforced concrete bases or steel drums filled with concrete or coral. In some cases these structures withstood direct hits by naval bombardment shells, and they were impervious to attack by field artillery at pointblank range.

Some of these blockhouses, the larger ones, were as much as 17 feet high, though others were almost wholly buried in the coral rock and presented low reliefs. They varied from 15 feet to 40 feet in diameter.

The Japanese fire plan was efficiently worked out for coordinating the fire of all their fixed and mobile weapons. The island is so small that the whole of its beaches and approaches could be swept by a withering and well controlled crossfire.

There was every indication that the Japanese high command had determined to defend Betio at all costs and had taken every measure within its power to assure a successful defense. It is hard to think of anything which could have been done in so small a space which had been omitted. The garrison had direction finders, range finders, searchlights, radio and other items of the most modern equipment; also huge ammunition, food and supply dumps.

The military importance of Betio Island, both to the enemy and to our forces, was largely in its airfield, which occupied much of the central part of the island. It was in the shape of an obtuse triangle, with a concrete base strip about 1,800 yards long and two joining coral strips. Enemy aircraft were present on the island in small numbers but took no part in its defense, being damaged or immobilized by the heavy covering fire and constant air support. Such enemy air interference as appeared during the action was weak, ineffective, and was probably operating from distant bases in the Marshall Islands (350 miles to the north).

IV. The Attacking Forces

The attack on Tarawa was under the high command of Admiral Chester W. Nimitz, commander in chief of the United States forces in the Pacific, and was planned under the direction of Vice Admiral Raymond A. Spruance, commander of the Central Pacific area. The amphibious force whose mission was the recapture of the Gilbert Islands was under command of Rear Admiral Richmond K. Turner. He had at his disposal naval vessels of all classes (battleships, cruisers, aircraft carriers, destroyers, small craft and auxiliaries), with their attached and supporting aircraft, and an amphibious corps under Maj. Gen. Holland McT. Smith, USMC, consisting of the 2nd Marine Division, the 27th Division, United States Army, and corps troops.

This force carried out simultaneous attacks on Tarawa and Makin Islands, and slightly later an attack on Abemama Island, all of the Gilbert group. A task force, as one element of Admiral Turner's command, was told off to attack Tarawa. It consisted of the necessary naval and air forces and the 2nd Division of U. S. Marines; the commander of this task force was Rear Admiral Harry A. Hill; of the 2nd Marine Division, Maj. Gen. Julian Smith.

The fact that the naval force included battleships indicates that the naval gunfire support lacked no power that could have been given it. The air support was overwhelming, as indicated by reports that more than 1,000 planes took part in the operations and that enemy air interference was negligible. In addition to the carrier-based naval aircraft, long-range Army and Navy planes operating from island bases took part in the preliminary operations, and there were several squadrons of Marine Corps aircraft present for the close support of the landing forces, for which Marine Corps flyers are specially trained. The Marine Corps planes operated from

Admiral Hill's task force, with the other elements of the amphibious force under Admiral Turner's command, was originally assembled in a distant port where considerable dock space, warehouse space and cargo-handling machinery was available.

Every transport had to be "combat loaded"; that is, so loaded as to every square inch of deck space that when the time came, possibly under enemy fire, for the troops and equipment to go from the ship into the landing craft every man and every piece of equipment would move out of the ship in exactly the right order. This is no simple task, and it is one of the innumerable specialties of the Marine Corps. So far as possible, a complete combat team is loaded into each of the larger ships; in transports of normal size this means a reinforced battalion apiece, that is, an infantry battalion with its various supporting weapons, a battery of field artillery, a tank platoon or company, a platoon of engineers, a company of amphibious landing craft to carry the troops and such additional supporting or auxiliary units as there may be room for.

With each battalion goes everything that it needs to take it ashore and



Official U.S. Navy Photograph

BATTLE FOR BETIO (foreground): The photograph was taken from a plane during an earlier air attack on Tarawa.

everything it needs to fight when it gets there. Thus, even if one or more transports are sunk or disabled, no essential element of the whole force is lost-as might be the case if all the tanks or all the artillery were packed into one transport and infantry into others. From each transport a complete fighting team can land and begin to fight as soon as it hits the beach. This is combat loading, and the Marines carry it to such an extent that it is not uncommon for Marine officers to have scale models of transports built, and little scale models of every piece of important equipment, so that they may work out by trial and error the most practicable system of loading and discharging without confusion or loss of time.

From the base the ships of the task force proceeded to an advance base, where the final preparations were made, then to a rehearsal area where conditions similar to those of Tarawa were to be found, where the whole operation was rehearsed down to the last detail, and, finally, proceeded to its objective.

V. The Plan of Attack

The infinitude of detail contained in the plan even for a small-scale operation such as this, involving only a single division and with an island of little more than a square mile in area as its objective, can hardly be grasped by the lay mind.

To begin with, there must be the most thorough reconnaissance, in which air forces play the major part. Every scrap of information about the objective—the strength and disposition of the enemy forces, the depths of water, the approaches, the prevailing winds and currents, the tides, the usual state of visibility and many other matters must be considered by the commander-in-chief before he can even determine on the size of the task force he requires for the attack.

When the task force commander has been detailed, he assembles his staff and senior unit commanders and goes over all this mass of information. If he needs more, he takes steps to get it. When he is satisfied that he has all the information that is available, he orepares, with the assistance of his staff, his estimate of the situation. On the basis of this estimate, he then issues his orders for the attack and directs the preparation of the detailed

plans for the operation.

The most important part of the plan, in an amphibious attack, is the ship-to-shore plan. This involves the movement of the troops and equipment from the transports into the landing craft and, by means of the landing craft, to the beaches where they are to go ashore. In this part of the plan it is necessary not only that leaders of large units, such as battalions and companies, know what they are to do, but also that every man, down to every last machine-gunner and rifleman, understands his part in the plan, understands the mission of his outfit and understands that, even if he is left alone, it is up to him to carry on and try his best to execute his part of the job.

In the ship-to-shore plan the Navy remains in command until the men actually hit the beach, and then the Marine commanding officer takes over.

The ship-to-shore movement is made in waves. The leading waves include mostly riflemen, rifle grenadiers, automatic-rifle men and light machine gunners. Light mortars follow, and heavier types of machine guns, in succeeding waves. Then come heavier mortars, howitzers and motor transport, finally medium artillery, heavy engineer equipment, trucks, armored cars and other heavy material as needed. Tanks go ashore in early or late waves according to conditions. The whole ship-to-shore movement is a highly complicated, interlocking mass of detail. Once begun, it cannot be stopped; to check it would be to invite disaster; it must go on until it has gained its objective or until it has been shoved back into the sea from which it came.

Next in importance to the ship-toshore plan is probably the air support plan. This provides for last-minute air reconnaissance to discover any changes in the enemy's situation, for heavy air bombardment against enemy positions and forces, for counteroperations against enemy aircraft, particularly with a view to immobilizing or destroying them on the ground: for the protection of the ships against enemy bombers and torpedo planes, which will make the ships their primary targets if they can get at them, and for close support of advanced elements of the ship-to-shore movement by dive bombers, which come into action with special effect after the naval gunfire support has lifted from the beach, at which time the enemy will come out of his bomb-proof shelters and man the defensive armament.

Next we must mention the naval gunfire support plan, which comes into operation as the ship-to-shore movement is about to commence, or immediately beforehand. It involves the coordinated and concentrated use of every naval gun that can be brought to bear on the enemy objectives. The effectiveness of the fire is, of course, limited by conditions of visibility, the number and types of ships available and the efficiency of the aerial observation and adjustment of fire. It is also limited by the available ammunition supply.

The most effective types of projectiles for bombarding shore objectives are the ordinary high-explosive shell, with a proportion of anti-personnel, phosphorus and smoke. In such an operation as that against Tarawa, where the possibility must be kept in mind that powerful enemy naval forces may approach the combat area, the admiral in command will desire to keep in hand his full battle allowance of armor-piercing ammunition, and the magazine capacity for the additional stowage of the bombardment ammunition under the requirements of naval safety conditions is not always very great.

The communications plan is an essential element in the general battle plan. It must include communications between ships and aircraft, between ship and ship, between ships and landing craft, between aircraft and landing craft, between aircraft and aircraft, between the various elements of the landing force, both while proceeding from ship to shore and after they have landed; between ships furnishing gunfire support and the troops ashore which they are supporting and between aircraft and troops ashore.

Finally there is the shore operations plan, which deals with the actual operations against the enemy garrison and defenses by the troops after they have landed: the establishment and expansion of the beachheads, the development of offensive operations therefrom and the final decisive attack on the enemy.

Probably the plans of the attack on Tarawa, as finally assembled and approved, occupied about 200 pages of legal-size typewriter paper.

VI. The Attack (First Day)

The attack commenced at dawn on Dday (as the first day of an attack is always designated). This day was Nov. 21, 1943. The transport rendezvous was about 11 miles northwest of the northwest corner of Betio Island. The initial attack was directed against the western half of the north, or lagoon, side of the island, over a stretch of beach about one mile in length. The attack was made in daylight because of the advantages to be obtained from good visibility for supporting fire, and particularly for aircraft in close support, as well as good visibility for the landing forces when they came into actual contact with the enemy. A landing at night has the advantage of the cover of darkness during the approach, but this can be largely neutralized in the last stages of the approach by enemy use of flares, star shells and searchlights. The great disadvantages of a night attack are the likelihood that some elements of the landing forces will miss the designated beaches altogether and find themselves in an isolated position on a hostile shore, and the difficulty of locating the enemy defenses and knocking them out once the landing has taken place. Thus at Salerno, where a night landing was made, many well concealed German machine gun and mortar positions were bypassed by the leading waves of the attacking forces and took a heavy toll of lives in the morning when it was light enough for the German soldiers to see

The north, or lagoon, side of the island was chosen for the attack because of the heavy concentration of enemy defensive works on the south side and the fact that on the west side the inner reef was so far from the beach that troops would have to wade an inordinate distance under fire. The dangers from shoal water and coral heads within the lagoon were considered, but were thought to be less formidable than the enumerated risks to be encountered on the other faces of the island. Moreover, it was anticip-



Official U. S. Marine Corps photograph

BRITISH-BUILT GUNS, captured by the Japs at Singapore and brought to Tarawa, are examined by marines after their conquest of the atoll.

pated that much use could be made of the pier on the north side, which proved to be correct in the event. It is probably not too much to say that from the point of view of the landing forces this pier was the most important tactical feature of the island. Finally, the south coast of the island is slightly concave, which permits of converging fire being brought to bear against landing forces.

The initial attack against the onemile stretch of beach already mentioned (the western half of the north shore of the island) was delivered by three reinforced battalions abreast, attacking sectors of the beach which we will call Sectors 1, 2 and 3 in order from west to east. Sector 1 covered the small cove just east of the northwest point of the island; Sector 2 extended from the eastern shoulder of that cove to the pier; Sector 3 extended from the pier to the radio station. The pier itself was of heavy pile and coral-block construction and ran out from the shore about 400 yards until it reached the inner reef. Its outer end thus made contact with the deeper water beyond the reef.

The air and naval gunfire attacks began as soon as it was light enough to see the target area and were carried on with great intensity. In the course of these, a total of 2,200 tons of shells and 700 tons of bombs were discharged upon Betio Islet-something over 50 pounds of explosive projectiles for every square yard of its surface. This is a very heavy scale of preparation for a single intensive effort. It was not sufficient to destroy the more rugged Japanese defensive positions, but, in fact, these could have been destroyed only by a long and continuous bombardment over a period of days, such as was used on the Western front during the last war literally to pick apart the enemy defenses bit by bit; but this type of bombardment is impossible in amphibious operations. The ships do not have a sufficient ammunition supply for such purposes, and it is dangerous to keep large groups of ships within reach of enemy aircraft during long periods of preparatory operations, which give notice of their presence without exploiting at once the advantages of surprise.

Under cover of the preparatory fire the landing craft proceeded to their rendezvous and crossed the prearranged line of departure roughly on schedule. There were, however, some delays due to the fact that the preparatory attacks did not in all cases silence the enemy major defenses: Hhour (the hour at which the leading wave is supposed to reach the beach) was set back 31 minutes, and then 45 minutes. However, as already remarked, the ship-to-shore movement, once commenced, cannot be indefinitely held up, and the leading waves went in to effect the landing.

Visibility was good; but a strong



Official U. S. Marine Corps photograph

HEADQUARTERS of the Japanese command on Tarawa, this concrete structure, reinforced with steel, withstood direct hits by artillery fire.

southeast wind was blowing, driving the water offshore along most of the north coast of Betio and reducing the depth of water over shoals and coral heads in the lagoon and between the island and the inner reef. Many landing craft were stranded, some as far as 800 yards offshore. The men from these leaped into the water and waded shoreward under heavy fire. Other landing craft reached their assigned destinations. In some cases rubber boats had to be used.

The "alligators" (called by the marines "amtracs," or amphibian tractors) climbed over the reef without difficulty in most cases and made for the shore. The actual landing was in part covered by the machine guns and light cannon of the landing craft, but the choppy sea rendered accurate firing difficult. When the first wave was about 200 yards offshore the naval gunfire on the beach defenses lifted to inland objectives, and the enemy immediately swarmed out from his well roofed bomb shelters and went into a blaze of action with his defensive armament. It was immediately perceptible to the Marine officers that heavy casualties were going to be suffered.

The difficulties were particularly great on the flanks, where the heaviest Japanese defenses were faced. In both Sector 1 and Sector 3 the landing forces were denied lodgement on the beaches despite the most gallant and persistent efforts. In Sector 2 the landing was made good, partly due to the shelter of the pier, and a small beachhead about 300 yards wide and 30 to 50 yards in average depth was established during the afternoon around the head of the pier. This was held against every enemy effort. And as night fell this was the only securely held lodgment of our forces on Betio

The greater part of the enemy heavy and medium armament had been put out of action early on D-day by the naval gunfire and the supporting aircraft. The enemy resistance was coming from his covered positions facing the beach, and particularly from the fire of mortars, light field artillery, 40-mm. automatic guns, machine guns

and rifles. In the crowded beachhead men lay or crouched huddled on the open beaches, pushing up against the sea-wall for shelter from the enemy fire, to which they replied as best they could. On this day few supporting weapons except a scattering of 60-mm. mortars were landed. The Japanese filtered out along and behind the pier and built up galling reverse fires by swimming or wading out to stranded landing craft, where many Japanese snipers had to be rooted out and killed individually.

VII. The Attack (Second Day)

The coming of night on D-day, however, brought new opportunities which were quickly exploited by the commander of the marines on shore, Col. David M. Shoup. He reorganized the elements belonging to Sectors 1 and 3 which had not landed, or had had to be diverted. He brought these ashore in Sector 2, reinforcing his beachhead and expanding it a little. He cleared the Japanese off the pier altogether and established full possession of it. It proved from then on invaluable to the attacking force. At dawn Colonel Shoup was able to launch a successful attack inland, which gave him a greatly enlarged beachhead, maneuvering room for his supporting elements and possession of part of the airfield.

The enemy resistance continued extremely strong through this day—D plus 1. Each separate little dugout and pillbox had to be smashed. In the larger blockhouses the enemy literally had to be dug out, or even burned out with flame throwers. The most extraordinary steps had to be taken to dispose of even small parties of the enemy, so well were they dug in and so viciously did they fight. In one case a party of marines chased four Japanese into a blockhouse and then signaled for naval gunfire to destroy them

In another a single Japanese in a machine-gun nest was still alive and firing after three blocks of TNT had been detonated in succession inside his shelter; it took a fourth explosion to kill him. This was because the interior of every Japanese defensive position was cut up into compartments by baffled traverses, so that a grenade or shell had to burst in the exact compartment where the defenders were in order to kill them. Even the Japanese fox holes were dug on a spider pattern, several narrow slit trenches extending outward from a single center. If there were five such trenches, with a Japanese marine in each, it took five grenades to put that squad out of business, and the last man kept on firing until he was killed.

In fact, the reduction of the Japanese resistance was a matter of individually dealing with every blockhouse, every machine-gun nest, every steel cupola, in every one of which the defenders resisted until they were killed. However, by the use of supporting weapons, particularly 75-mm. howitzers and flame throwers, the efforts of the marines were much aided, and the Marine tanks which survived throughout this day did magnificent service whenever enemy personnel could be caught in the open.

During the night of the second day preparations were made for a new landing on the west coast of the island, where the Japanese defenses had now been destroyed or reduced to comparative ineffectiveness (there were still pockets of Japanese resistance up in the northwest corner).

On the morning of the third day (D plus two, or Nov. 23) strong infantry reinforcing elements of the 2nd Marine Division were put ashore on the west coast of Betio, and these forces proved finally decisive in wiping out all Japanese resistance except that in the extreme eastern end or tail of the island. When the remnants of the Japanese garrison had been driven down into this narrowing sandspit, they resisted strongly for a time.

Then suddenly they burst out of their defenses in a parade-ground charge—a charge delivered in perfect order and formation over open ground against an enemy well provided with machine guns and other automatic weapons. There could, of course, be only one result: the last organized effort of the Japanese garrison at Tarawa was wiped out.

The remainder of D plus 2 was spent in mopping up isolated snipers and small groups of the enemy who continued to resist. Only seven prisoners were taken, aside from the Korean laborers. Some sniping went on through the night of D plus 2.

On the morning of D plus 3, after 76 hours of fighting, enemy resistance on Tarawa had ceased.

The casualties to the marines were 1,026 killed and 2,557 wounded, or 3,583 total casualties out of perhaps 14,000-15,000 officers and men actually engaged. They were not as great as the casualties of the British 29th Division (of about the same strength) at Cape Helles (Gallipoli), April 25, 1915, and that operation was a tactical failure. They were probably not as

great as the losses of the Japanese in their attack on Wake Island, where 380 marines held out for 12 days against an attacking force of comparable strength to our task force at Tarawa. The Marine losses at Tarawa were heavy losses, but they were the price of victory.

VIII. The Lessons of Tarawa

First and foremost of the lessons of this operation is a lesson already learned, but which is here again reemphasized.

That is that an amphibious attack against a well prepared enemy is in all cases a costly operation and will certainly be the more so if the objective is so small that the enemy is in no doubt as to where the attack will come, but can at once concentrate his

full efforts against it.

Thus in the attack on Bougainville Island, at Empress Augusta Bay, the Japanese had the problem of defending an island something over 115 miles long and averaging 30 miles in width with a force probably amounting to a reinforced division plus some local defense elements. There were a number of available landing places, and the attacker had command of sea and air, or at least decisive superiority in both elements. The attack could come anywhere. Under those conditions the defender can only hold a few key points with light defensive forces and keep the bulk of his troops in hand for counter-attack. Therefore the scale of casualties to be faced at the actual landing is not necessarily very great; the real fighting comes afterward, when the enemy launches his counterattacks to try to drive the attacking forces out.

This was true also at Guadalcanal. It was true the other day on New Britain. It was true in Sicily. At Salerno it was not true, because the enemy had been anticipating an attack exactly where it was delivered and was ready for it. That was his good luck and our bad luck. In war these accidents cannot always be prevented; the factor of chance will enter. No general's information of the other side is ever entirely complete in all particulars. The fog of war hangs between his anxious eyes and the dispositions of the enemy. Other factors being equal, victory goes to the commander who makes the fewest mistakes: there are no commanders who make no mistakes. There never have been.

Another lesson of Tarawa was the extraordinary engineering ability of the Japanese in the construction of their defenses, and especially in the construction of overhead cover for the protection of their personnel from preparatory fire. Of their blockhouses, experienced Marine officers said that only direct hits by 2,000-pound bombs would have put them out of business; and a direct hit by a 2,000-pound bomb on an object as small as a blockhouse is not easily obtained. Possibly a di-

rect hit by a sixteen-inch armor-piercing shell might have produced the same result, especially with a steep angle of descent; but a steep angle of descent means firing from very long ranges, which impairs accuracy.

Naval artillery is not designed for that sort of pin-point firing; a great deal of adjustment by air observation would be necessary to get a battleship's guns accurately laid on such a target. So great was the need for close gunfire support at Tarawa that during the bloody struggle on D-day, two destrovers and two minesweepers actually entered the lagoon, risking the perils of hidden reefs, and carried out firing from distances of 700-900 yards. Even then the flat trajectory of the naval guns produced many ricochets, so that increased accuracy was in part paid for by decreased effectiveness against land targets.

One lesson which Tarawa certainly taught was the need for the use of trained, highly specialized forces in all amphibious operations. It is probably not too much to say that troops which had not had long experience in such operations, and were not led by officers who had made these operations a life study, and who were not equipped with every device which that experience and that study had shown to be necessary, could never have taken Tarawa from its determined garrison. The closest sort of coordination and split-second decisions were demanded not only of the senior Marine officers but of non-commissioned officers and privates. Tarawa showed us once again that amphibious warfare is a special type of warfare, a job for the specialist and not for the amateur.

It may well be anticipated that other and even heavier losses will be sustained in the course of the amphibious campaign of which Tarawa was the opening move. When it comes to attacking bases in the Marshall and Caroline Islands, where the Japanese have been established for 24 years (instead of 15 months, as in the Gilberts), it will certainly be found that the enemy has constructed defensive installations even more formidable than those on Tarawa, and certainly these islands, regarded by the Japanese as being Japanese soil, will be defended with no less tenacity than was Tarawa.

The lessons learned at Tarawa will be applied to the attacks on these remaining Japanese defenses. No doubt improvement in tactics and technique can be made. No doubt improved weapons and equipment can be designed. There is no method and no weapon so good that it cannot be made better as a result of actual experience in battle. But, when all is said and done, we may expect that the expulsion of the Japanese from the Pacific islands will cost us a cruel toll of casualties, and perhaps it is as well that Tarawa has taught us what to expect.

DECORATIONS AND CITATIONS

LST Officer Wins Medal of Honor for Preventing Explosion

★ The Medal of Honor has been awarded posthumously to Ens. John J. Parle, USNR, of Omaha, Neb., for risking his life



Ens. John J. Parle

to extinguish a smoke pot which threatened to ignite high explo-sives and ammunition.

As officer - in charge of small boats in the USS LST-375 during the assault on Si-

John J. Parle cily, 9-10 July 1943, he realized the detonation of explosives would prematurely disclose to the enemy the assault about to be carried out. Undaunted by fire and blinding smoke, he entered a small boat, quickly snuffed out a burning fuse and threw the burning fire pot over the side. He succumbed a week later from the smoke and fumes he had inhaled.

GOLD STAR IN LIEU OF SECOND **NAVY CROSS**

★ Capt. Jesse G. Coward, USN, Richmond Hill, N. Y.: As commanding officer of a destroyer near Guadalcanal on the night of 14-15 November 1942, he closed within short range of larger Japanese vessels and launched a daring attack. Although his ship was crippled by intense enemy fire, he continued to wage a gallant fight and inflicted severe damage on the enemy.



★ Rear Admiral Walden L. A.ns-worth, USN, Wonalancet, N. H.: As commander of a task force in the Kula Gulf on 5-6 July 1943, Admiral Ainsworth directed the bombardment of Jap shore batteries in a successful cover for the landing of our troops. On the following day he led his force against 10 enemy vessels and, by timely and accurate fire, damaged

every unit in the group.

★ Comdr. Thomas W. Hogan, USN, Canton, Ga.: Commanding a submarine during a patrol in enemy waters, he took advantage of every opportunity to press home persistent at-tacks. His sub sank five merchant ships, totaling 36,000 tons and damaged two others totaling 10,000 tons. ★ Maj. Edgar J. Crane, USMCR, Galveston, Tex., and Capt. John J. Smith, USMCR, Brooklyn, N. Y.: After lead-

For reasons of security, the deed for which a man receives a decoration very often cannot be fully described, either in this section or in the actual citation which the man receives. There may accordingly be citations reported here which do not tell the whole story.

ing their men to the successful completion of a dangerous mission on Florida Island, they proceeded by water to reinforce the attack on Gavutu and Tanambogo Islands. Menaced by extremely heavy machine-gun fire, they were forced to remain in the water four hours before they were able to get ashore, completely un-armed. With the small number of men still remaining, they obtained arms from friendly troops and continued action against the enemy (7-9 August 1942, with First Battalion.

Second Marines, Reinforced).

**Lieut. Hugh B. Miller, Jr., USNR, Gainesville, Fla.: Thrown into the water when the USS Strong was sunk in Kula Gulf on 4-5 July 1943, he extricated two comrades who were entangled in a line on the ship's side and held them above water until he could place them in a net. He took charge of a group of survivors who finally reached a small island. Unwilling to allow his weakened condition to re-tard their progress, he ordered them ahead and remained behind to wage a lone battle against enemy units. Menaced constantly by hostile scouting parties, he maintained himself for 39 days until rescued by a friendly plane. ★ Lt. (jg) James H. Alexander, Jr., WEST, Sioux City, Iowa: While he was piloting a PBY patrol bomber on a dangerous antisub patrol, his plane was attacked by six twin-engined fighters. His gunners shot down one plane and crippled three others, but his own plane was set afire, her flying instruments rendered inoperative, and her four engines badly damaged. Despite a painful head wound, he made a safe landing at sea, and he and his crew rode out a severe storm in a rubber life raft, reaching shore two days

★ Lt. (jg) Vernon E. Graham, USNR, Olney Springs, Colo.: Leading his di-vision of four fighter planes against 35 Zeros in the Solomons on 12 June 1943, he and his comrades destroyed five enemy planes. He displayed superb airmanship in this and in many hazardous escort missions and fighter sweeps.

★ Lt. (jg) Earl H Steiger, USNR, Buffalo, N. Y.: As pilot of a fighter plane protecting a torpedo bomber on antisub patrol in the Atlantic, he attacked a surfaced U-boat in the face of heavy antiaircraft fire from the sub and continued strafing it until his

ammunition was exhausted. His accurate and persistent strafing permitted the torpedo bomber to destroy the

U-boat with depth charges.

★ Ens. Edward B. Kinzer, USNR, Beckley, W. Va. (posthumously): Piloting a scouting plane in the Solomons from 4 to 8 May 1942, he contributed materially to the sinking or damaging of eight Jap vessels in Tulagi harbor and the sinking of an enemy aircraft carrier in the Coral Sea. While on anti-torpedo plane patrol, he fiercely en-gaged the combined attack of enemy bombing and torpedo planes and their heavy fighter escort.

*2nd Lts. Robert L. Manning, USMC, Hixson, Tenn.; and Wilfred V. Michaud, USMC, Portland, Me.: While serving with the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7 August 1942, they attacked a heavily fortified gun emplacement. Charging forward against withering blasts of Jap guns, they killed all eight of the gun crew in hand-to-hand combat.

★ Eugene E. Baxter, PhM1c, USN, San Diego, Calif. (posthumously): While serving with the First Battal-



E. E. Baxter. PhM1c

ion, Second Marines, in the Solomons on 9 October 1943, he fearlessly risked his life to rescue 10 survivors from the shark - infes ted waters of Lengo Channel after a personnel boat had capsized Guadalcanal. On 3 November he lost his life while carrying a

wounded marine from the line of battle

mear Matanikau River.

★ Wilbert W. Dalwitz, MoMM2c, USN, St. Louis, Mo.: Displaying extraordinary heroism while serving aboard a submarine on war patrol, he upheld the highest traditions of the naval service.

★ Corp. Ralph W. Fordyce, USMC, Conneaut Lake, Pa.: While serving with
the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7 August 1942, he killed one Jap, seized the dead man's weapon and killed two others. Later he charged through the entrance to a dugout and killed the five occupants with a sub-machine gun.



DISTINGUISHED SERVICE MEDAL

★ Maj. Gen. Holland M. Smith, USMC. Russell County, Ala.: As commanding general of the Amphibious Corps, Atlantic Fleet, and later as commanding general of the Amphibious Corps, Pacific Fleet, General Smith was responsible for the operational training and combat readiness of units comprising the amphibious forces.

LEGION OF MERIT

★ Commodore Per Askim, Royal Norwegian Navy: As Norwegian naval attache in Washington since July, 1942, he has been untiring in his efforts to further prosecution of the war. He established a training camp for Norwegian gunners and effected the arming of Norwegian merchant vessels.

★ Brig. Gen. Field Harris, USMC, Washington, D. C.: As chief of staff to the Commander Aircraft, Solomon Islands, from 1 April to 25 July 1943, he utilized available air units to inflict upon the enemy the maximum losses in aircraft and trained personnel and the most severe damage to costly airport installations and shipping.

★ Capt. George R. Cooper, USN, San Diego, Calif.: As destroyer division commander during the seizure of Attu and Kiska Islands, he exercised operational control of all screening vessels in the Massacre Bay area. Through his skillful direction the control ship and assault waves were able to steer their courses through numerous hazards and reach the beach safely, despite dense fog. Attacked by submarines, his division damaged one and probably sank another.

★ Capt. George C. Dyer, USN, Laporte, Ind.: As chief of staff to the commander of an amphibious task force preparatory to the invasion of Sicily, he organized a force of 250 ships and 20,000 officers and men so that landings were made with a minimum of casualties.

★ Capt. Herbert B. Knowles, USN, South Berwick, Me.: As commanding officer of a warship during the occupation of Attu, he handled his ship with marked efficiency under the most hazardous and trying conditions. His leadership contributed in large measure to the successful assault.

★ Capt. Ruthven E. Libby, USN, Spokane, Wash.: As a destroyer squadron commander during the occupation of Attu and Kiska Islands, he directed a fire support unit covering transports and initial landings in the Holtz Bay area, and later was in charge of patroling operations. When attacked by submarines, his squadron probably sank one sub and damaged another.

★ Capt. Elliott M. Senn, USN, Greenville, Miss.: As a task group commander in the South Atlantic Force from May 1942 to October 1943, he conducted a vigorous campaign against enemy blockade runners and raiders. His determination and devotion to duty contributed materially to the success of our forces in this area.

★ Col. William J. Whaling, USMC, Washington, D. C.: While serving on the staff of the First Marine Division on Guadalcanal during September and October, 1942, he organized a scoutsniper detachment and supervised the training of selected groups in scouting, stalking and ambush tactics. By his instruction and expert knowledge of jungle warfare, he contributed immeasurably to the success achieved by our patrols.

* Comdr. Charles A. Buchanan, USN, Coronado, Calif.: As operations officer of an amphibious task force prior to and during the assault on Sicily, he directed the juncture of three complete convoys with such skill and judgment that all units of the attack force were landed at designated beaches in exact accordance with the prearranged schedule.

★ Comdr. John Corbus, USN, Vallejo, Calif.: While commanding a warship on antisub patrol, he skillfully conned his ship into striking position and attacked a U-boat which was aided by poor visibility. The enemy vessel probably was sunk.

★ Comdr. Thomas B. Fitzgerald, USN, Flemington, N. J.: As commander of a warship during the seizure of Attu, he displayed expert seamanship and marked efficiency under most hazardous conditions. He was responsible for the excellent training of all departments, officer personnel, and landing craft crews and contributed greatly to the success of the operations.

★ Comdr. Fritz Gleim, USN, Seattle, Wash.: As communications officer for an attack force during the assault on Sicily, and as communications officer for Commander, Landing Craft Bases, Northwest African Waters, he established a workable communication system between advanced base units and expedited the training of personnel. He contributed materially to the maintenance of communications during the actual assault operations.

★ Comdr. Raymond J. Mansfield (MC), USNR, Healdsburg, Calif.: As medical officer of a warship during the occupation of Attu, he organized and directed the work of the medical department when his ship took aboard evacuees who were suffering from battle wounds and frost-bite. Although many of the injured were taken aboard hours after being wounded, he maintained a remarkably low death rate among battle casualties.

★ Comdr. Paul G. Osler, USN, Ottumwa, Iowa: While commanding a warship in the Attu area, he attacked a submarine in coordination with another



Official U.S. Navy photograph

HIS FORCE BLASTED JAPS: Comdr John M. Higgins, USN, Madison, Wis., (right) is congratulated by Admiral William F. Halsey, USN, who presented to him the Navy Cross for leading a destroyer division in the second Battle of Kula Gulf in which from four to six Jap vessels were sunk.



Official U. S. Navy photograph

DESTROYED JAP FORCE: Comdr. Frederick Moosbrugger, USN, Jenkintown, Pa., to whom the Navy Cross was presented recently. As commander of a naval detachment, he destroyed a Japanese force on the night of 6-7 August 1943 in the Solomon area.

destroyer and a Navy patrol plane. The sub was forced to the surface with depth charges, engaged with gunfire and probably destroyed.

★ Comdr. Wilfred L. Painter (CEC), USNR, Seattle, Wash.: As construction engineer on the staff of Commander Aircraft, South Pacific Force, his foresight and engineering skill in constructing advanced air bases in the Solomons made it possible for our fighter squadrons to keep pace with our troops. While New Georgia was still in Japanese hands, he explored the island and surveyed a site for an airfield so that all preliminary work was completed when our troops moved in. Within 11 days he had the field in shape for emergency landings, and within a month it could accommodate two fighter squadrons (7 May to 31 July 1943).

★ Comdr. Henry D. Rozendal, USN, Leavenworth, Kan.: While commanding a warship in the Attu area, he joined with another vessel and a Navy patrol plane in attacking a submarine. Depth charges forced it to the surface, and the sub probably was destroyed by gunfire.

★ Comdr. Rony Snyder, USN, Winchester, Mass.: As commanding officer of the USS Melville in an advance area from 5 February to 23 September 1943. he worked with tireless energy and superb skill directing the repairs and upkeep of United Nations combat and merchant ships. His work was an important factor in the success of Allied operations in this vital area.

★ Comdr. Joseph C. Toth, USN, Williamsburg, Va.: A patrol plane squadron in the South Atlantic, under his command, attacked and destroyed three U-boats.

★ Comdr. Albert M. Van Eaton, USN, Olympia, Wash.: Commanding a warship during the occupation of Attu, he contributed in large measure to the successful landing because of the excellent training he had given officer personnel and landing-craft crews. He displayed expert seamanship in handling his ship under the most trying and hazardous conditions.

★ Comdr. Henry D. Wolleson, USN, Annapolis, Md.: His judicious planning and excellent counsel as chief staff officer and operations officer for Commander, Transports, during the occupation of Attu and Kiska Islands contributed materially to the success of our forces.

★ Lt. Comdr. Bruce P. Ross, USN, Rochester, N. Y.: As engineering officer in the USS Radford during an engagement with Japanese forces off Kolombangara Island on 6 July 1943, he maintained the machinery at full power during the initial battle, in which at least five Jap vessels were destroyed. Later, during the rescue of 444 survivors from the USS Helena, the engines were required to answer emergency full ahead and full astern bells from a position dead in the water in order to avoid enemy torpedoes.

★ Lt. Comdr. Eugene S. Sarsfield, USN, Brooklyn, N. Y. (missing in action): While commanding the USS Maddox on convoy duty in the Atlantic, he contacted a submerged U-boat and delivered two depth-charge attacks with devastating accuracy. The damaged sub capsized, came to the surface and probably sank.

★ Lieut. James P. Coleman, USN, Columbia, S. C.: As engineering officer in the USS Nicholas during the engagement with Japanese forces off Kolombangara Island on 6 July 1943, he maintained the machinery at full power for over six hours despite the fact that only one scheduled and one unscheduled overhaul had been allowed his ship for a 12-month operation assignment. He also aided the commanding officer by keeping a careful and accurate log of events.

★ Lieut. William W. Evans (MC), USNR, Baltimore, Md.: As squadron flight surgeon of a Marine aircraft group in the Solomons from 15 October 1942 to 26 June 1943, he volunteered for extremely hazardous flights deep in enemy territory to administer aid to wounded pilots. He also participated in numerous dangerous missions for the purpose of maintaining physical fitness and morale of pilots.

★ Lieut. Richard Reeve, USNR, Basking Ridge, N. J.: While attached to Henderson Field, Guadalcanal, he voluntarily participated in numerous reconnaissance and attack flights over hostile territory to collect vital information concerning enemy positions and installations. His knowledge contributed to the success of long-range shipping and land attacks and the safe return of pilots who had been forced down.

★ Lt. (jg) Thurlow B. Bearse, USNR, Hyannis, Mass.: During the advance against the enemy in Tunisia on 5 May 1943, he took a boat loaded with ammunition and equipment for French forces supporting our units and proceeded into unknown waters without escort or air cover. In the face of heavy enemy gunfire he and his crew completed the unloading operations in a short time, thereby enabling the French to continue their effective participation in the final drive.

★ Carpenter George G. Bethune (CEC), USNR, Raeford, N. C.: Thrown



G. G. Bethune

from his LST when it was torpedoed in the Mediterranean, he observed another crew member struggling to remain above water. Realizing the man was about to drown, he swam to the rescue despite his own severe injuries and kept his comrade afloat by sharing a life jacket.

★ Jack W. Coots, CPhM, USN, Fort Worth, Tex.: Attached to the USS Edward Rutledge as senior hospital corpsman of the beach party when the ship was sunk off Fedala, he directed and assisted in the removal of helpless patients. Although wounded in the thigh when the beach party was strafed and bombed, he remained at his post and continued giving treatment to the injured.



★ Capt. John B. McGovern, USN, New York, N. Y.: As commanding officer of a transport during landing operations at Attu Island, he efficiently directed all landing operations in the Holtz Bay area. Once, when his ship was the target of an enemy torpedo, he adroitly maneuvered his ship out of danger.

★ Comdr. Stephen H. Ambruster, USN, St. Louis, Mo.: As commanding officer of a submarine, he sank three Japanese ships totaling 22,000 tons and damaged three others totaling 17,500 tons, then brought his undersea craft safely to home port.



Official U.S. Navy photograph

HERO OF SOLOMONS BATTLE: Lt. Comdr. Clifton Iverson, USN, of Houston, Tex., has received the Navy Cross for heroism and distinguished service in a night naval engagement in the Solomons on 6-7 August 1943. He commanded a ship which assisted in the annihilation of the Japanese force.

★ Comdrs. Worthington S. Bitler, USN, Honolulu, T. H., and James T. Brewer, USNR, Belmont, Mass.: As executive and gunnery officers, respectively, of a heavy cruiser during action against a Japanese task force twice the size of their own, they performed their duties while exposed to intense gunfire from two Jap heavy cruisers. Their courage was an inspiration to their men (26 March 1943, off Komandorski Islands).

★ Comdr. John E. Edwards, USN, Waynesville, N. C.: Commanding officer of a destroyer during the occupation of Attu, he was in charge of the control vessel in one area and guided landing craft through dense fog and hazardous waters. Later his vessel provided effective close-range bombardment in support of our ground troops. When his ship and another in the vicinity were attacked by 16 Jap land bombers, one plane was shot down and others probably destroyed.

★ Comdr. William H. Groverman, Jr., USN, Huntington, W. Va.: As executive officer of the USS Radford during the Battle of Kula Gulf, he supplied his commanding officer with information permitting the selection of targets for both torpedo and gunfire. Five enemy vessels were sunk in the initial battle. Later, during the rescue of survivors from the USS Helena, he assisted in the sinking or damaging of a Jap cruiser and two destroyers.

★ Comdr. Ira E. Hobbs, USN, Marlow, Okla.: As commander of a warship during attacks by Japanese bombers in the vicinity of the Santa Cruz Islands from 16 to 21 July 1943, he skillfully maneuvered his ship to avoid bombs. When his ship was severely damaged by fires and flooding, he continued fighting against overwhelming odds and eventually succeeded in saving his vessel and her personnel.

★ Lt. Comdr. William N. Deragon, USN, Albany, N. Y., Lt. Comdr. Richard Holden, USN, Rutland, Vt., and Lt. (ig) James B. Casler, USN, San Francisco, Calif.: As officers in a submarine on patrol in Japanese-controlled waters, they skillfully performed their cuties while their ship pressed home aggressive attacks at close range on heavily screened Jap warships.

★ Lt. Comdr. Ralph H. Moureau, USNR, Brunswick, Ga.: As engineer and damage control officer aboard a warship during a battle off Komandorski Islands on 26 March 1943, he skillfully directed repair work after his ship was damaged by heavy gunfire in a 3½-hour battle with a superior Japanese force.

★ Lt. Comdr. Frank E. Sellers, Jr., USN, San Diego, Calif.: While commanding a warship in action against Japanese forces off the Santa Cruz Islands, he daringly placed his ship alongside a burning U. S. vessel and offered timely assistance in fighting the fire and pumping water from flooded compartments. Although his own ship was seriously damaged from pounding against the burning vessel, he remained alongside until his services no longer were required.

★ Lieut. Charles J. Bates, USNR, Monterey Park, Calif.: When the USS Meredith was sunk by 30 Jap dive bombers, he supervised the abandonship operations until the decks were

completely awash. As Jap flyers strafed survivors in the water, he helped injured swimmers aboard life rafts and helped organize the party of survivors for any contingency. During three days of aimless drifting he cheerfully encouraged his comrades until they finally were spotted by a Navy flying boat.

* Lieut. George E. Everly, USN, Livermore, Ky .: As assistant engineering officer, commissary officer, and assistant diving officer aboard a submarine on three patrols in Japanese waters, he rendered valuable assistance to his commanding officer in sinking 30,000

tons of enemy shipping.

★ Lieut. John McFadzean, USNR, Evanston, Ill.: As Armed Guard officer McFadzean, aboard an American merchantman attacked by 32 bombers off Gela, Sicily, on 11 July 1943, he maintained a steady fire against the enemy until direct hits put some guns out of action and started a fire in No. 2 hold. With the fire out of control and the crew abandoning ship, he and his men carried on at their stations until seven minutes before the vessel was split in half by a terrific explosion.

★ Lt. (jg) Robert J. Huston, Jr., USNR, Buffalo, N. Y.: As damage control officer of a warship when it was torpedoed in the South Pacific area, he took charge of a repair party following the explosion and struggled to the forward port corner of the fireroom. Despite the threatened collapse of the bulkhead, he forced his way through a stream of inrushing water, plugged the hole, shored the bulkhead and prevented further flooding of the ship.

★ Ens. Charles J. Boyle, USNR, Duluth, Minn.: As assistant Navy beachmaster during landing operations at Attu, he directed the unloading of landing boats on the beach under heavy shelling. Later he had charge of a reconnaissance party which landed in the Chicagof harbor area under enemy

machine-gun fire.

★ Ens. Paul R. Rogers, USN, Paragould, Ark.: Serving in a submarine during three patrols in Japanese-controlled waters, he manned his battle station with courage and outstanding ability and assisted in destroying or damaging considerable enemy shipping.

★ 2nd Lt. Harry M. Tully, USMC, Hastings, Neb.: While serving with the First Parachute Battalion, First Marine Division, during the invasion of Gavutu Island on 7-8 August 1942, he fought a lone mission for two days and nights against Jap snipers. He deliberately exposed himself by daylight in order to draw snipers' fire and, after locating their exact position, killed them at night. He accounted for many more Japs as they attempted to swim ashore at night behind logs and oil drums.

★ Pharmacist Orval G. Haines, USN, Algona, Iowa: During the first five war patrols of a submarine, he provided expert medical attention to the crew members and succeeded in maintaining a high standard of health and morale aboard his ship.

★ Edmund C. Capece, CEM, USN, Providence, R. I.: He was calm and courageous in the performance of his duties while his submarine pressed home three aggressive attacks at dan-



Official U.S. Navy photograph

BATTLESHIP COMMANDER CITED: Rear Admiral Willard A. Kitts, III, USN, of Washington, D.C., is congratulated by Secretary of the Navy Knox following presentation of the Legion of Merit, while Mrs. Kitts looks on. Admiral Kitts (then Captain) was bonored for his conduct as commanding officer of a battleship during the occupation of Attu Island in May, 1943. He was promoted to flag rank after receiving the award.

gerously close range on several heavily screened Jap warships. His devotion to duty contributed immeasurably to the successful completion of an exacting assignment.

★ Tony DeGrazio, CSM, USN, Avon-more, Pa.: During two war patrols of his submarine, he was responsible for the thorough training of lookouts, helmsmen and quartermasters of the watch. By his valiant and inspiring conduct, he assisted materially in sinking 15,878 tons of enemy shipping and in damaging 15,600 tons, including an aircraft carrier.

★ Joseph M. Eckberg, CRM, USN, Groton, Conn., and Carl H. Enslin, CMoMM, USN, Lake Ariel, Pa.: While serving in a submarine, they performed their essential duties calmly and courageously as the submarine pressed home three aggressive attacks at close range on heavily screened Japanese

warships.

★ Ruben H. Pepper, CEM, USN, Los Angeles, Calif.: As a member of a submarine crew during patrols in Japanese-controlled waters, he carried out his duties skillfully and courageously, thereby assisting in sinking an important amount of enemy shipping. William B. Stanchfield, CBM, USNR,

★ William B. Stanchheid, 4., and Ed-Yerba Buena Island, Calif., and Ed-ward A. Salatka, BM1c, USNR, Grand Rapids, Mich.: As members of a beach party from a warship during the occupation of Attu, they handled, salvaged and unloaded boats on the beach for four days under heavy, intermittent artillery fire.

★ James M. Sullenger, CFC, USN, Bingham Canyon, Utah: As fire controlman and assistant torpedo data computer operator during five patrols

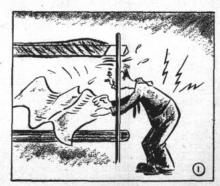
of a submarine, he maintained his ship's instruments and circuits in efficient order and thereby assisted materially in sinking 59,417 tons of Japanese shipping, including a warship, and damaging 26,300 tons, including another man-of-war.

★ Joseph A. Masi, M1c, USNR, Kenosha, Wis.: When his warship was tor-pedoed in the South Pacific Area, he struggled to the forward port corner of the fireroom, adjacent to the steaming boiler, forced his way through a stream of inrushing water, shored the bulkhead and prevented further flooding of the ship.

★ James H Bradley, Jr., TM2c, USN, Athens, Ga.: His conspicuous gallantry and intrepidity while serving in a submarine on war patrol was in keeping with the highest traditions of the naval

service.

★ Robert W. Hart, BM2c, USNR, Pembina, N. Dak., and Dan J. Goodman, Cox, USN, Lake Charles, La.: As landing boat coxswains from a warship



See Page 61.

during the occupation of Attu, they repeatedly brought their boats through heavy shelling and delivered supplies, explosives and ammunition to the beach. Later they carried out reconnaissance landings on enemy positions and assisted in the evacuation of American troops trapped by enemy forces. ★ Clarence Holcomb, BM2c, USN, Arnaudville, La. (posthumously): Manning a .30-caliber gun on the port side of his warship off Guadalcanal, he sighted a Jap plane coming in fast on a low-altitude bombing and strafing run. Releasing his gun for a moment, he literally threw two shipmates be-hind the protection of the outboard main deck passageway, then grabbed his gun and poured a stream of lead into the approaching plane. He diverted the bombing attack but fell a victim

to the plane's deadly strafing.

**Robert N. Sturla, Cox, USN, Gilroy, Calif., and Marion L. Williams, S1c, USN, Moselle, Miss.: As landing boat coxswains from a warship during the occupation of Attu, they received an urgent request from the troop commander for special artillery and ammunition. They volunteered for the mission, made a successful trip through the enemy-guarded Holtz Bay to the front line destination and assisted in the evacuation of critical casualties on

the return trip.



A. R. Burleigh, S1c

* Alvin R. Burleigh, S1c, USNR, San Antonio, Tex.: When his warship was attacked by German planes while escorting a convoy on 2 September 1943, he directed the fire of the gunners with deadly accuracy and scored several hits

on one plane, finally destroying it.



DISTINGUISHED FLYING CROSS

★ Lt. Comdr. Frederick L. Ashworth, USN, Wenham, Mass.: Commanding a torpedo bombing squadron in the Solomons from 26 April to 12 July 1943, he led his squadron in seven successful bombing raids against strongly defended positions at Munda, Rekata Bay and Vila. He also led a night attack on Japanese shipping and personally scored a hit on a cargo ship. *Lt. Comdr. Bernard W. Dunlop, USN, Rockville Centre, N. Y., and Lt. (jg) Nathan F. Waters, USNR, Nocona, Tex.: As pilot and second pilot of a Navy patrol plane, they made three hazardous trips between 5 February and 5 April 1943 to rescue the crew of an Army B-17 forced down on the Greenland ice cap. At great risk to themselves and crew, they skillfully made the first successful wheels-up landing and takeoff on snow in a PBY-5A plane and flew the survivors back to safety.

★ Lt. Comdr. Ross E. Torkelson, USNR, Everest, Kans. (missing in action): As executive officer of a fighter squadron in the Solomons from 21 June to 17



Official U.S. Navy photograph

SOUTH PACIFIC OFFICERS CITED: Commodore Lawrence F. Reifsnider, USN, Westminster, Md. (left) is congratulated by Admiral William F. Halsey, USN, following presentation of the Legion of Merit. At the right is Capt. Francis X. McInerney, USN, South Pasadena, Calif., who was awarded the Silver Star at the same ceremony. Commodore Reifsnider commanded a transport group in the Solomons from 7 August 1942 until 15 July 1943 without loss or damage to any ship under his command. Captain McInerney commanded a task group of destroyers which destroyed four to six Jap ships off Kolombangara Island 12 July 1943.

July 1943, he led 33 successful combat missions and personally shot down three bombers and two Zeros.

★ Lt. Comdr. Clarence M. White, Jr., USN, West Annapolis, Md.: Commanding a fighting squadron in the Solomons from 26 April to 11 July 1943, he led his squadron on numerous patrols, sweeps and escort missions in which a total of 55 enemy planes were shot down. He personally assisted in the destruction of two Zeros.

★ Lieut. Bradford M. Brooks, USNR, Lompoc, Calif.: While piloting a bomber on photographic and bombing missions over Kiska Island from 24 June to 15 August 1943, he made 16 low-level flights to obtain photographs of landing beaches and enemy installations. Twice his plane was damaged by enemy fire. He climaxed six photographic runs with low-altitude bombing attacks.

Lieut. Harris O. Torgerson, USNR, Rapid City, S. Dak.: Piloting an ob-servation plane during the assault on Attu, he reported weather conditions over enemy-held positions, spotted artillery fire and strafed targets. He landed on the water beside an Army pilot who had been forced down, transferred him to the float of his plane and

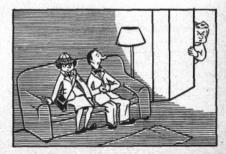
taxied him to safety.

*Lt. (jg) Walter C. Beasley, USNR, Tampa, Fla. (missing in action): Serving with a fighting squadron in the Solomons from 30 June to 17 July 1943, he took part in a four-plane interception flight against Jap planes threatening our shipping. He dived into a formation of bombers and, when three Zeros chased him, shot down one in flames. Later he destroyed two more. ★ Lt. (jg) Robert I. Bedell, USNR, New York, N. Y.: He was second pilot of a patrol bomber on antisub patrol when it was attacked by eight twin-engined fighters. Although the big flying boat was set afire, her starboard engine

knocked out and one rudder shot away, he helped bring her down in a crash landing at sea. Swimming clear of the burning plane, he assisted two wounded crew members aboard a life raft, which was leaking badly from bullet holes, and managed to keep them afloat.

★ Lt. (jg) Paul B. Kinney, USNR, New York, N. Y.: As second pilot of a PBY on a highly dangerous antisub patrol, he rendered invaluable aid to his commander during an evasive action in which they were attacked by six enemy twin-engined fighters. After shooting down one plane and crippling three others, he carried on despite painful wounds until the big flying boat had eluded the enemy and landed safely.

★ Lt. (jg) Roy E. Reed, USNR, Tut-wiler, Miss.: While serving with Fighting Squadron 26 in the Solomons from 1-21 July 1943, he led a division of Wildcat fighters in the interception of a Jap air raid and shot down one Zero. In a subsequent patrol over Rendova his division repelled 15 Jap bombers and he shot down another Zero. Later his division struck an outnumbering force of aircraft and destroyed three more Zeros.



"Has that sailor gone home yet, Wilbur?"

Lt. (jg) William C. Smith, USNR, Sulphur Spring, Tex.: While leading a division of Wildcat fighters over Rendova Island, he attacked a force of enemy dive bombers. After destroying the leading bomber, he engaged and shot down two Zeros. On a later patrol he dived on a large flight of Jap bombers and fighters and blasted off the port wing of a Zero.

★ Lt. (jg) Charles R. Stimpson, USNR, Santa Barbara, Calif., and Lt. (jg) James S. Swope, USNR, Killeen, Tex.: As members of a four-plane flight, they intercepted a large number of enemy dive-bombers on 16 June 1943 in the Solomons area. Lieutenant Stimpson shot down four, while Lieutenant Swope accounted for three planes. The latter, on 6 July, shot down a Zero and, with two other pilots on 9 July, destroyed two more enemy fighters.

★ Lt. (jg) Edwin M. Wilson, Jr., USNR, Miami, Fla.: As a dive-bomber pilot in the Solomons, he scored a direct hit on a Jap destroyer in Blackett Strait off Kolombangara Island on 8 May 1943. On 17 July he participated in a daring attack on enemy vessels near Kahili and assisted in sinking four destroyers and in seriously damaging a light cruiser.



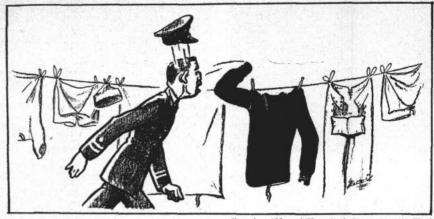
★ Lieut. Russel W. Rome, USNR, Chicago, Ill.: When a merchant vessel transporting six smaller boats was torpedoed and began to settle rapidly, he labored tirelessly to release and float the boats before the sinking vessel pulled them down. He worked with his crews all night to free four of the six boats, which were brought safely to port.

★ Lieut. James Sands, USNR, Washington, D. C.: During a fire in the BOQ at the Naval Operating Base, Argentia, Newfoundland, on 12 January 1943, he risked his life leading a firefighting party into the third floor and attic of the building. Although injured in two falls due to collapsing floors, he



Official U.S. Navy photograph

SUB COMMANDER DECORATED: Comdr. Albert C. Burrows, USN, Washington, D.C., is shown receiving the Silver Star Medal from Capt. C. W. Styer, USN, commander of Submarine Force, Pacific Fleet, Subordinate Command. While operating a submarine, Commander Burrows destroyed or damaged a considerable amount of enemy shipping.



Courier (Naval Hospital, Portsmouth, Va.)

persisted in his efforts until taken to the dispensary. His action aided materially in saving the third wing from complete destruction.

★ Lieut. Verner Utke-Ramsing, Jr., USNR, North Plainfield, N. J.: As commissary, engineering and diving officer in a submarine during five patrols, he assisted materially in the destruction of 59,417 tons of enemy shipping, and the damaging of 26,300 tons.

★ Lt. (jg) Eugene Pridonoff, USNR, Los Angeles, Calif.: As communications officer in a submarine during four successful war patrols, he assisted materially in the destruction of 35,417 tons of hostile shipping and the damaging of a warship and other vessels, totaling 26,300 tons. His skill and alertness were largely responsible for the sinking of several Japanese ships.

★ Elvin C. Applegate, CTM, USN, San Diego, Calif., and Robert L. Anderson, EM1c, USN, Iron River, Mich.: Serving in a submarine during five patrols, they contributed in large measure to the destruction of an enemy warship and other vessels totaling, 59,417 tons, and the damaging of 26,300 tons of shipping, including another warship.

★ Nicholas A. Bruck, CMoMM, USN, Vallejo, Calif.; John Sabbe, CTM, USN, Portland, Oreg.; Harold G. Lee, RMIc, USN, San Francisco, Calif., and Lester B. Lewis, TM1c, USN, Hornell, N. Y.: During five patrols in Japanese-controlled waters, their technical skill and courage contributed greatly toward the success of their submarine in destroying and damaging thousands of tons of enemy shipping.

★ Leonard W. Campbell, CBM, USCG, Burlington, Wash.; John T. Hendrix, CEM, USCG, Atlanta, Ga., and William F. Coultas, Cox, USCG, Baltimore, Md.: While serving aboard a Coast Guard cutter in the Atlantic, they observed three survivors from a merchant vessel, who had jumped from a life raft alongside the cutter. They descended the port rescue net and worked waist deep in water for 15 minutes attempting to secure lines to the survivors, saving two of them from almost certain death.

★ Richard N. Cousineau, CSF, USNR, Chicago, Ill.; John C. Lindsay, CMM, USNR, Shreveport, La., and William A. Polaski, SC2c, USNR, Chicago, Ill.: Although fully aware of the great personal risk involved, they defied treacherous currents to rescue a drowning man near Midway Island.

★ Clarence A. Frasier, CPhM, USNR, Minneapolis, Minn. (missing in action): During the bombardment of Canacao and Bataan by Japanese forces in December, 1941, and January, 1942, he rescued wounded and helpless men from an area which was bombed a few moments after the evacuation.

★ Grover V. Irwin, CMoMM, USN, Houston, Tex.; Albert F. Brocklesby, SM1c, USN, Delaware, Ohio, and Bernard J. Kelley, GM1c, USN, St. Mary's, Ohio: During strenuous war patrols of their submarine in dangerous waters, their technical skill and courage contributed to the destroying and damaging of many tons of enemy shipping and war vessels.

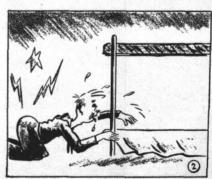
and war vessels.

**William N. Judy, CMoMM, USN, Sturgis, Mich.; James L. Tomlinson, CTM, USN, Huron, S. Dak.; Clyde R. Kime, EM1c, USN, Grand Rapids, Mich.; Frederick A. E. North, SM1c, USN, San Pedro, Calif.; Eugene F. Ziemer, TM1c, USN, Denver, Col.; Frederick J. Donnelly, RM3c, USN, Roxbury, Mass.; and Clark L. Brown, S1c, USN, Punxsutawney, Pa. As submarine crewmen during three strenuous war patrols in enemy-controlled waters, they performed their essential duties with outstanding professional skill. Their devotion to duty under hazardous conditions contributed greatly to the destruction or damaging of num-

erous enemy vessels.

**Joseph B. S. Krueger, CRM, USN, New Braunfels, Tex.: During five war patrols in a submarine in the North Pacific and throughout numerous engagements with enemy surface units, he carried out his duties skillfully and courageously, thereby contributing to the damaging of enemy shipping.

* Alfred T. Kuriger, CMoMM, USN, Monticello, Iowa; Eula W. Pounds,



See Page 63.



Official U. S. Navy photograph DESTROYER OFFICER HONORED: Lt. Comdr. Lewis L. Snider, USN, of Faulkton, S. Dak., receives the Silver Star Medal from Admiral William F. Halsey, USN, at South Pacific headquarters. He was cited for conspicuous gallantry while serving as executive officer of the USS Nicholas which participated in the sinking of a Jap cruiser and three destroyers in the Battle of Kula Gulf.

CBM, USN, Cisco, Tex., and James O. Noorlander, EM2c, USN, Los Angeles, Calif.: While operating a motor whaleboat during the rescue of survivors alongside the USS Wasp, they risked their lives in explosions, oil fires and falling debris to cut loose and save men who had become entangled in the lines while abandoning ship.

★ Eli E. Masse, CMoMM, USN, Chicopee Falls, Mass.: During eight patrols in dangerous waters, he was responsible in large measure for the success of numerous attacks on Japanese shipping.

★ Emil Ade, TM1c, USN, Withrow, Minn.: His technical knowledge and courage under extremely adverse conditions were of great assistance in sinking or damaging much enemy shipping during four extensive patrols on which he was in charge of the after torpedo room.

* Wallace K. Bulgrin, SM1c, USNR, Rockford, Ill.: Operating a motor whaleboat during the rescue of sur-



Official U. S. Navy photograph SUBMARINER HONORED: Nicholas A Bruck, CMoMM, USN, of Vallejo, Calif., received the Navy and Marine Corps Medal for performing his duties aboard a submarine with courage and skill during five war patrols.

vivors alongside the USS Wasp, he braved explosions, fiercely burning oil fires and falling debris to cut loose and save men entangled in lines while abandoning ship.

★ Henry H. Dozier, MoMM1c, USN, Portsmouth, N. H.: As throttleman aboard a submarine during five patrols, he rendered valuable assistance in keeping the main engines in operating condition throughout these missions and in sinking a warship and other vessels, totaling 59,417 tons, and damaging 26,300 tons of shipping, including another warship.

cluding another warship.

Douglas I. Peterson, MoMM1c, USN, Downey, Calif.: Manning an important station in the after engine room of a submarine, he performed his duties with outstanding professional ability. His courage was an inspiration to his shipmates.

★ Newton G. Rich, TM1c, USN, Fort Worth, Tex., and Raymond J. Chrzan, TM3c, USNR, Troy, Pa.: While serving in a submarine on war patrol they volunteered to man a rubber boat and assist in a reconnaissance of an enemy-held island. After completing their mission they helped evacuate a large party from the beach. When the boat capsized in the heavy surf, their seamanship and courage were responsible for righting the craft.

* Charles E. Wiegand, BM1c, USCG, Sturgeon Bay, Wis.; Frank M. Cunningham, SoM2c, USCG, Somerville, Mass., and Henry J. Logar, QM2c, USCG, Enumclaw, Wash.: During the rescue of survivors from a wrecked merchant ship in the North Atlantic in exceptionally rough seas, they went over the side of their Coast Guard cutter and descended to survivors who were clinging helplessly to the cargo net after their life raft had capsized. They succeeded in carrying two of the exhausted seamen up the net.

★ James M. Irwin, PhM2c, USNR, Kansas City, Mo.: When a Jap plane attacked his ad-

tacked his advanced seaplane base on Florida Island on 22 February 1943, he shielded himself with a wet mattress and courageously rescued an officer and two wounded men from flames and bursting shells. Although exploding small-arms



J. M. Irwin, PhM2c

ammunition penetrated the mattress several times, he persevered until the injured had been carried to a place of safety.

★ Charles J. J. McGrath, SoM2c, USCG, Philadelphia, Pa.; Stanley J. Korowicki, Sîc, USCGR, Erie, Pa., and John A. Barrett, S2c, USCGR, Rensselaer, N. Y.: During the rescue of survivors from the USS Plymouth, they volunteered to man a small boat. Although the small craft was half swamped in launching, they worked tirelessly to keep it from being smashed or flooded and finally picked up several survivors from the shark-infested sea.

★ Ralph M. Miller, EM2c, USNR, Amarillo, Tex.: When his warship, during escort of convoy operations, was attacked by German aircraft on 2 Sep-

tember 1943, his heroic conduct was in keeping with the highest traditions of the naval service.

★ Joseph F. Little, GM3c, USNR, and George J. Erbsland, S2c, USNR, both of New York, N. Y.: When a plane crashed at the Naval Air Station, Quonset Point, R. I., on 14 June 1943 and burst into flames on top of a revetment containing 55 1,000-pound bombs, they ran to the aid of the pilot who was trapped in the blazing fuselage. They cut the parachute straps, pulled the helpless man free and extinguished his flaming clothing with their bare hands.



★ Lt. Comdr. Rhodam Y. McElroy, Jr., USN, Lebanon, Ky.: As commander of a dive-bomber squadron in the Solomons from 27 June to 12 July 1943, he led four highly successful attacks against heavily fortified installations on Munda and one attack against a beached Jap destroyer on Kolombangara Island and personally scored numerous hits.

★ Lieut. Jesse B. Jolly, USNR, Turlock, Calif.: When an Army bomber was forced down at sea near Kiska, he landed his patrol plane on the water within close range of enemy shore batteries and rescued the crew of the crippled bomber. Despite the excessive weight, he made a skillful take-off with the six officers and men and flew them to safety.

★ Lieut. Tony F. Schneider, USN, Hillsboro, Mo.: As a dive-bomber pilot in the Solomons from 26 April to 26 July 1943, he attacked antiaircraft batteries, troop concentrations and supply dumps and inflicted severe damage. On 22 July he assisted in sinking one large seaplane tender and in the dam-

aging of a destroyer.

★ Lt. (jg) Thomas D. Roach, USNR, Bogota, Tex. (missing in action):
Leading his four-plane fighter division on 33 combat missions, he personally shot down four twin-engined bombers during two of these engagements (21 June to 17 July 1943, Solomons area).

★ Lt. (jg) George J. Seel, USNR, Maplewood, N. J.: As pilot of a fighter escorting a force of bombers over Kahili on 18 July 1943, he skillfully

Kahili on 18 July 1943, he skillfully engaged and shot down two enemy fighters.



★ Comdr. John Hulme, USN, Boston, Mass.: While commanding a torpedo bomber squadron from 5 June to 18 July 1943 in the Solomons area, he led his squadron in nine highly successful attacks against Jap positions at Munda and Vila.

★ Comdr. Robert A. Rosasco, USN, Pensacola, Fla.: On 18 June 1943 he led a flight of six planes in an attack on the enemy base at Nauru Island, flying for long periods entirely by instrument. Despite heavy antiaircraft fire he successfully completed the attack, inflicting severe damage upon the air base and field.

★ Lt. Comdr. Ralph W. Cousins, USN, Evanston, Ill.: As executive officer, and later as commanding officer, of a scout bomber squadron in the Solomons from 26 April to 12 July 1943, he led his pilots on nine bombing missions against Jap installations on New Georgia, Choiseul, Santa Isabel and Kolombangara Islands, and against three Japanese destroyers in Blackett Strait.

★ Lt. Comdr. Hoyt D. Mann, USN, Roanoke, Ala.: As commander of a scout bombing squadron in the Solomons from 26 April to 12 July 1943, he led his pilots on light bombing missions against enemy shore installations on Kolombangara, Santa Isabel and New Georgia Islands and personally inflicted heavy damage on Japanese shipping near Bougainville.

★ Lt. Comdr. Fitzhugh L. Palmer, Jr., USN, Emporia, Va.: As executive officer of Fighting Squadron 26 in the Solomons on 17 June 1943, he spotted a Jap heavy bomber on course for our carriers. Making three runs at the big plane, he raked the fuselage and tail with a crippling burst of fire, shot off chunks of one wing and set the starboard engine affre. When last seen the bomber was diving toward the sea in a

rain squall.

★ Lt. Comdr. Robert L. Savage, Jr., USN, Oklahoma City, Okla.: As pilot in an escort scouting squadron, and later with a torpedo squadron, in the Solomons, he took part in four successful bombing attacks on Munda airfield. On 28 February 1943 he led the first flight of torpedo bombers from Henderson Field and, despite low visibility and intense opposition, he and his flight succeeded in sinking one Jap cargo ship and in seriously damaging shore installations.

★ Lt. Comdr. Carl W. Schoenweiss, USN, Poughkeepsie, N. Y.: While commanding a patrol squadron in the Solomons from 3 March to 23 July 1943, he participated in 17 successful missions, including night searches for Japanese shipping, daylight rescue missions, single plane bombing and spotting for naval bombardment of Munda, Vila and Bairoko.

★ Lieut. George E. Chatham, USNR, Chamblee, Ga.; Lt. (jg) Frank J. Henderson, USN, El Reno, Okla.; Harold A. Larson, ACRM, USNR, Worcester, Mass., and Marlin V. Heffner, ARM1c, USN, Sunbury, Pa.: In hazardous trips to rescue the crew of an Army bomber forced down on the Greenland ice cap.



Condenser (NTS, Chicago)

"Tell your mother it ain't regulation."



Official U.S. Navy photograph

ON FIVE SUB PATROLS: John Sabbe, CTM, USN, of Portland, Oreg., displayed great technical skill and courage during five patrols of his submarine in Japanese-controlled waters, thereby winning the Navy and Marine Corps Medal.

they were of invaluable assistance to their pilot in flying over dangerous terrain under the most rigorous Arctic weather conditions.

★ Lieuts. William J. Johnston, USNR, Hill City, Minn.; Archie L. Mills, USNR, Lawrence, Kan., and Lt. (jg) Leonard L. Harkness, USNR, Northfield, Minn.: As patrol plane commanders in the South Pacific Area on 16 July 1943, they pressed on toward an objective at the extreme range of their aircraft, located the target and successfully completed the attack, undaunted by heavy antiaircraft fire.

★ Lieut. Jesse B. Jolly, USNR, Turlock, Calif.: Piloting a patrol plane during the occupation of Attu Island, he noticed a U. S. battleship in the path of an enemy torpedo. He promptly warned the vessel, which took evasive action and escaped undamaged. He then assisted two destroyers in a coordinated attack on the submarine which had launched the torpedo, with the result that the sub probably was destroyed.

★ Lieut. John G. Pressler, Jr., USNR, West Los Angeles, Calif.: On an interception mission against enemy aircraft threatening our shipping at Guadalcanal, he shot down two Zeros of six fighters and one dive bomber destroyed by his division. His own plane was so severely damaged that the engine cut out over Savo Island, and he was compelled to crash-land in the sea.

★ Lieut. Frank B. Quady, USN, Minneapolis, Minn.: While serving with a fighting squadron in the Solomons from 28 April to 10 July 1943, he participated in numerous patrols, task force covers, escort missions and fighter sweeps. Once he led a four-plane division to intercept Jap planes threatening our shipping off Lunga and Koli Points and shot down two out of the seven Jap planes destroyed by his flight.

Lieut. Kenneth T. Viall, USNR, Rochester, N. Y.: While leading a four-plane fighter division in the Solomons on 12 June 1943, he attacked a force of 20 enemy fighters and shot

down one. Four days later, while leading his division, he sent two divebombers and one Zero crashing into the sea.

★ Lieut. Wilbur J. Wehmeyer, USN, St. Louis, Mo.: While returning to his

base during the occupation of Attu, he spotted an oil slick and reported its existence to two destroyers and another plane. He then remained in contact with the sub until dark, thus aiding in the probable sinking of the craft. Lieut. Charles V. M. Wesley, USNR, Chattanooga, Tenn.: From 3 June to 11 July 1943, he participated in many routine patrols, escort missions, fighter sweeps and strafing attacks in the Solomons area. In an aerial battle 20,000 feet above Guadaleanal he shot down one Zero and, in a strike at enemy shipping in the Vila-Munda area, skillfully eluded an overhead attack by a large Japanese fighter force and sent

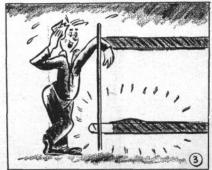
one Zero crashing into the sea.

★ Lts. (jg) Robert A. Alexander,
USNR, Decatur, Ga.; Jerry M. Clark,
USNR, Salt Lake City, Utah; Grover D.
Mickelwait, USNR, Coasta Mesa, Calif.,
and William P. Thayer, USNR, Great
Bend, Kan.: While serving with Fighting Squadron 26 in the Solomons on 18
July 1943, they were in a fighter escort
for our bombers in an attack on Japanese shipping off Kahili. When an overwhelming force of Zeros intercepted
the flight, they pressed home a vigorous counterattack. Lieutenant Alexander accounted for one Zero, while the
others each shot down two.

★ Lt. (jg) George H. Anderson, USNR, Holly Springs, Miss.: As torpedo plane pilot in the Solomons from 16 May to 25 July 1943, he made repeated attacks on enemy installations and shipping and was a member of the squadron which sank seven Jap vessels in Kahili harbor. On 20 July he participated in a night bombing attack in which one destroyer was sunk and three other Japanese ships were damaged.

★ Lt. (jg) Harry J. Atkinson, USNR, Havre, Mont., and Ens. Robert A. Evans, USNR, Seattle, Wash.: As copilot and navigator of Ventura bombers at Kiska from 24 June to 15 August 1943, they made numerous special flights to obtain low-level color photographs of landing beaches and Jap installations. They persisted despite damage to their planes and climaxed three runs with low-altitude bombing attacks.

★ Lt. (jg) Horace W. Bacon, USNR, Hurley, N. Mex.: While leading a patrol from Fighting Squadron 26 over Rendova Island on 1 July 1943, he encountered a Japanese air force which was threatening our installations.



See Page 65.



Official U.S. Navy photograph

HIT HIS TARGET: Lieut. Hubert T. Skelly, USNR, of North Miami Beach, Fla., wears the Air Medal which he won recently for dropping all his bombs on the target in the South Pacific, despite heavy antiaircraft fire. The medal was presented by Capt, W. T. Rassieur, USN, right, commanding officer of the Naval Air Station, Patuxent River, Md.

Closing with one bomber as it came out of a dive, he sent it crashing into the sea.

*Lts. (jg) William J. Barnard, USN, Norfolk, Va.; Paul D. Fitzgerald, USNR, Summit, Miss.; Dino Marati, USNR, Hollister, Calif.; Ensigns Dale W. Kelly, USNR, Spencer, Iowa, and Donald Osheim, USNR, Rosholt, S. Dak.: As pilots of patrol planes in the South Atlantic, they sighted and attacked a German submarine. The Uboat was severely damaged in the first attack and was destroyed when forced to the surface.

★ Lts. (jg) Frederick K. Blatchford, USNR, Michigan City, Ind.; Robert W. J. Cocks, USNR, Morenci, Ariz.; Monroe S. Doss, USNR, Seminole, Tex.; Robert C. Dye, USNR, Waterbury, Conn.; George E. Ford, USNR, Orosi, Raymond P. Gahan, USNR, Blackwell, Okla.; Hugh M. Gray, USNR, Boston, Mass.; Richard R. Harding, USNR, Lexington, Mass.; William H. Kenah, Jr., USNR, Elizabeth, N. J.; Richard F. Kenney, USNR, Baltimore, Md.; Alvin D. Leach, USNR, Gentry, Ark.; Edward McCarty, USNR, Auburndale, Mass.; Johnny W. Patterson, USNR, Palestine, Tex.; Herbert W. Pickering, USNR, Portland, Me.; Robert J. Soggen, USNR, Donien, Lean ert J. Saggau, USNR, Denison, Iowa, and Edwin J. Weil, USNR, New York, N. Y.: As pilots of a bombing squadron in the Solomons area from 26 April to 28 July 1943, they daringly attacked Japanese shore installations and shipping, inflicting severe damage on the enemy. On 17 July they raided Jap shipping in the strongly defended waters off Kahili, sinking four destroyers and severely damaging a light cruiser. ★ Lt. (jg) John A. Cooke, USNR, Mill Valley, Calif.: While a fighter pilot attached to a marine aircraft group in the Solomons, he was a member of a four-plane division which took off on 16 June 1943 to intercept 20 dive-bombers, escorted by 30 Zeros, headed for Guadalcanal. He daringly attacked and shot down one bomber in flames. ALL. (jg) Walter T. Fitzpatrick, Jr., USNR, White Plains, N. Y.: While flying in a four-plane patrol over New Georgia on 13 July 1943, he attacked

an enemy air force which was prepar-

ing to strike at three of our destroyers.

The Jap dive bombers were compelled

to break formation, jettison their bombs and flee. In the ensuing flight with escorting Zeros, he shot down two in flames.

★ Lt. (jg) Robert L. Gilbert, USNR, Farmville, Va.: Piloting a fighter plane in a four-plane division that engaged 35 Zeros in the Solomons area on 12 June 1943, he boldly pressed home the attack and destroyed three Zeros.

★ Lt. (jg) Terry H. Holberton, USNR, Hollywood, Calif.: While serving with a fighting squadron in the Solomons from 28 April to 11 July 1943, he took part in an interception mission against Jap planes which were threatening our shipping at Guadalcanal and shot down two of the seven planes destroyed by his division.

★ Lt. (jg) Fredrick W. M. Janney, USNR, Bryn Mawr, Pa.: As a torpedo bomber pilot in the Solomons, he took part on 1 March 1943 in a night attack on the Jap airdrome at Ballale Island and inflicted severe damage on enemy installations. In a daylight raid on 17 July on 10 ships in Kahili harbor, he contributed to the sinking of seven enemy vessels.

My vessels.

★ Lt. (jg) William J. Masoner, Jr., USNR, Riverside, Ill.: As a fighter pilot in the Solomons on 16 June 1943, he took part in a 14-plane interception flight at Guadalcanal. Entering a raging aerial battle 20,000 feet above the island, he shot down two Jap fighters.

★ Lt. (jg) Chester A. Parker, Jr., USN, Lakeland, Fla.: As member of a 16-plane fighter escort on 6 July 1943, he took off with a striking force of torpedo bombers and assisted in carrying out a successful raid on enemy shipping in the Vila-Munda area. Attacked from above and behind by a large number of Zeros, he shot down one of the planes.

★ Lt. (jg) Antonio T. Pimentel, Jr., USNR, San Francisco, Calif.: As pilot of a fighter plane attached to a Marine aircraft group in the Solomons, he took off in a flight of 14 fighters on 16 June 1943 to intercept a large number of enemy planes heading toward Guadalcanal. He made a determined attack on one Zero and shot it down.

on one Zero and shot it down.

*Lt. (jg) Jack W. Thomas, USNR, Oilton, Okla.: Participating in a four-plane interception flight against a force of Japanese planes threatening our shipping, he dived into a formation of bombers and shot down two Zeros of the fighter escort (30 June 1943, over Rendova).



Fore and Aft (U.S. Maritime Service Training Station, Hoffman Island, N.Y.)

"Whatever do you boys find to talk about on that island, Victor?"



Official U.S. Navy photograph

DAMAGED JAP CARRIER: Lieut. Alden W. Hanson, USNR, Bellvue, Wash., is congratulated by Admiral William F. Halsey, USN, after presentation of the Air Medal. Lieutenant Hanson damaged a Jap carrier while piloting a dive bomber on 24 August 1942.

★ Lt. (jg) Norman E. Thurmon, USNR, Warrensburg, Mo.: As a dive-bomber pilot in the Solomons from 26 April to 26 July 1943, he participated in repeated daring attacks against hostile shipping, antiaircraft positions and shore installations. He contributed materially to the sinking of one large Japanese seaplane tender and one destroyer and the damaging of one destroyer, one gunboat and one large cargo ship.

★ Lt. (jg) Arthur B. Wells, USNR, Los Angeles, Calif.: Serving with a fighting squadron in the Solomons on 15 July 1943, he led a four-plane division over Rendova during an encounter with a large Japanese air force. Suddenly surrounded by a dozen Zeros, he put up a tremendous battle despite minor injuries from a 20-mm. shell and shot down two enemy fighters.

* Lt. (jg) Henry S. White, USNR, Matewan, W. Va.: As a fighter pilot in the Solomons from 28 April to 4 July 1943, he participated in a fourplane interception flight against Japanese planes threatening our shipping at Guadalcanal. Flying out of the sun in a dive, he sent one dive bomber and one Zero crashing into the sea.

me Zero crashing into the sea.

★ Ens. Edward R. Hodgson, USNR, Summit, N. J.: Piloting a torpedo bomber on antisub patrol, he released his full load of depth charges directly ahead of a surfaced U-boat. Although the sub's gun crew sent up a withering barrage of antiaircraft fire, he made two strafing runs and forced the sub-merging to submerge.

marine to submerge.

* Ens. Ernest Ingold, II, USNR, Burlingame, Calif.: As pilot of a fighting squadron in the Solomons on 13 July 1943, he attacked a Japanese air force preparing to strike at three of our destroyers. The bombers were forced to break formation, and he shot down one Zero. Another Zero on his tail forced him down at sea in a dead-stick landing. He swam away from the sinking plane and was picked up by a friendly destroyer.

★ Ens. Richard J. Pomerantz, USNR, Fresno, Calif.: As a pilot of a fighting squadron escorting our bombers off Kahili on 18 July 1943, he was attacked by an overwhelming force of enemy fighters. In the ensuing battle he shot down two Zeros within a few minutes.

Your Income Tax

(Continued from Page 13)

they can split the \$1,200 exemption between them in any proportion they wish, each taking \$600, for example, or the wife can claim the entire \$1,200. If separate returns are filed on Form 1040A, however, they find their income tax in Column B, which allows ½ of the personal exemption to each. In deciding whether or not to file a joint return, it should be remembered that, where a husband and wife file a joint return for 1943, each is liable for the entire amount of tax due, and, as a general rule, it may be collected from either person.

6. Can service personnel in the U.S. defer paying their income tax?

If a service person can show that his ability to pay his tax has been impaired by reason of being in the service, the Collector of Internal Revenue, upon request, may grant a deferment to extend for not more than six months after he or she is mustered out of the service or six months after the termination of the war, whichever is the earlier, without interest or penalty payments.

7. Where does a man overseas send his return, if he

wishes to file one?

It should be sent to the Collector of Internal Revenue of his home district or, if none, to the Collector at Baltimore, Md.

8. What portion of 1942 taxes are forgiven?

If you have no tax on your 1943 income, or if such tax including the Victory tax is smaller than your 1942 tax, the excess of your 1942 tax over the tax on 1943 income may be forgiven. A special provision for members of the armed forces permits them to recompute their 1942 tax to eliminate as much of such as is due to the service person's "earned net income" for 1942. In most cases this recomputation will reduce the 1942 tax so that it will be no greater than the 1943 tax.

9. How does a person who came into the Navy during

1943 figure his tax?

He can exclude from his gross income the service pay he received during 1943, up to \$1,500, and compute his tax in the usual way on the balance, if any, and his income from other sources.

10. How does the withholding tax operate?

No tax is withheld from service pay. That's the reason service personnel must pay taxes in cash on 15 March. Civilians, however, since 1 January 1943 have had a tax withheld from all wages or salaries over \$12 per week, if single, or \$24 per week if married, or the head of a family. This money is held out by their employers and paid directly to the government. Service personnel with civilian spouses who are employed should, in most cases, allow their spouses to take the entire withholding exemption, since the \$1,500 service exclusion will cover incomes of all personnel below the first pay grade, unless they have longevity or other special pay. If the tax withheld is greater than the liability, the excess will be refunded, and if the liability exceeds the total withheld, the difference must be paid in cash.

11. Can allotments be made to pay taxes?

No. Service personnel may, however, instruct the recipient of an authorized allotment, such as a relative or bank, to make payments of taxes.

12. When will refunds be received on overpayment of

1942 taxes?

The Bureau of Internal Revenue predicts that it will be from two to four months after 15 March before the millions of overpayments can be refunded.

13. What is the Victory tax?

This is a 5% tax imposed on all taxpayers, civilian and military, in addition to the income tax. It is assessed against all ordinary income over \$624, but the exclusion of active service pay up to \$1,500 also applies with respect to Victory tax income. Credits of 25% for single persons, 40% for married couples and 2% for each dependent are given in figuring your Victory tax. These are computed automatically in the table on the reverse side of Form 1040A.

14. Should a person on sea duty outside the U. S. file a return now, even though he is not required to?

Definitely not. Members of the armed forces who owe taxes or are entitled to defer filing a return should take advantage of such deferment, since all unpaid taxes will be canceled in event of their death for any reason while on active duty, if it should occur prior to the termination of the present war. Even though you expect to return in good health, it is better to defer filing a return now.

If, however, it appears that a person in service has already overpaid his 1943 tax, he should of course file now—since his return will amount to a claim for a refund.

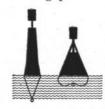
What Is Your Naval I.Q.?

- 1. What is the "fiddley"?
- 2. How long should it take eight paramarines to jump from a plane?



- 3. What kind of sailor would be most likely to tie this knot: a green hand, or an old salt?
- 4. What material is carried by a ship for calming rough seas?
- 5. Where would you find an umbrella on a ship?
- 6. Can a man be put on guard duty as a form of punishment?
- 7. What historical figure of the American Navy was at one time a member of the Russian Navy?
- 8. What's the difference between an aquaplane and a hydroplane?

- 9. Can medals be worn on uniforms on full-dress occasions?
- 10. Who was the first woman to hold the relative rank of captain in the U. S. Navy?
- 11. What is the only flag ever hoisted above the national ensign?
 - 12. What is an atoll?
- 13. Which is closer to Tokyo: Kiska or Singapore?



14. Which of these buoys would most likely be seen by forces invading France?

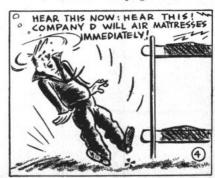
15. How many Congressional Medals of Honor have been

awarded to naval personnel in World War II-25, 42, 68?

16. Can an executive officer afloat hold the rank of captain?

- 17. May an admission fee be charged to a boxing bout held for the benefit of Navy Relief in a navy yard?
- 18. How is sea temperature obtained?
- 19. When did Germany surrender her World War I fleet: (a) 7 July 1917, (b) 11 November 1918, (c) 21 November 1918?
- 20. Does the term "continental limits of the United States" include Alaska and the Canal Zone?

(Answers on page 66)



Desert Log (NTS, Tucson, Ariz.)

ALNAV LISTING

The following Alnavs were issued in the period 21 December 1943 to 20 January 1944.

No. 199-SecNav's holiday greeting. No. 200—Suspending portions of provision of Article 1869 (2) of Navy Regulations for the duration and six months thereafter.

No. 201-Regarding special gasoline rations for travel by naval personnel on leave and convalescing from illness or injury acquired on active duty.

1944

No. 1-Regarding appointment of certain officers of the active list of the regular Navy and the Naval Reserve (including the Women's Reserve) to the next higher grade or rank.

No. 2-Cancelling Alnav 187 (INFOR-MATION BULLETIN, December 1943, p. 67) and issuing new instructions regarding authorizing certificates in packages mailed or sent from overseas.

No. 3-Concerning cost of furnishing water and of operating mechanical refrigerators in Navy and Coast Guard public quarters.

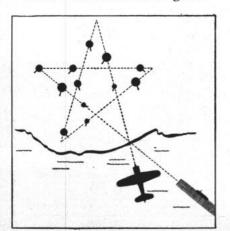
No. 4-Announcing expectation to commence distribution of register of commissioned and warrant officers, U. S. Navy and Marine Corps, about 10 January.

No. 5-Requesting submission of special fitness reports as of 31 December 1943 on all senior lieutenants, regular and reserve including staff corps, with date of rank and active duty 15 June 1942 or earlier.

No. 6-Regarding Alnav No. 1: First rule stated therein governing date commencement continuous active duty of Naval Reserve officers is not applicable to ensigns procured under V-4, V-11 and V-12 programs.

No. 7-Effective 1 January 1944, percentage increases for sea and foreign service duty are not computed on \$60 aviation pay of nonflying officers.

Solution to Puzzle on Page 48



No. 8-Authority to award Purple Heart may be delegated by fleet commanders to certain officers.

No. 9-Adding to Article 1, section 8, U. S. Navy Censorship Regulations: "Envelopes containing official ballots are described as official correspondence and are not subject to censorship.'

No. 10-Regarding fuel oil for U.S. Naval vessels (supplementing Alnav 57-1943).

No. 11-Authorizing commendation ribbon (See page 69).

No. 12-Cancelling, effective 30 June 1944, all technical observer flight orders issued prior to 1 January 1944.

No. 13-Regarding exclusion of extra compensation paid enlisted personnel for duties performed in Ships Service Activities, Marine Corps Post Exchanges, etc., from gross income to \$1,500 limit.

No. 14-Correcting text of Alnav No. 8.

No. 15-Modifying time requirement for commissioned officers, regular Navy, for flight training to "not less than one year's commissioned service." Also notifying that requests for aviation training, heavier than air, from members of the U.S. Naval Academy class of 1943 should be forwarded without delay.

No. 16-Requesting that when enlisted personnel travel under official orders at own expense, orders be endorsed showing whether or not cash is advanced for subsistence as directed by Alnav 134 of 1 June 1943.

No. 17-To expedite forwarding requests for flight training USNA classes 1942 and 1943.

Answers to Quiz on Page 65

1. The iron grating ventilating a ship's engine room.

engine room.

2. Seven seconds; there's a one-second interval between jumps.

3. A green hand—it's a granny knot, sometimes made by landlubbers trying to tie a square knot.

4. Oil—which, spread on the water, reduces the adherence between the air and the water and thus tends to prevent a high wind from sweeping the crests from waves to form bigger ones. to form bigger ones.

5. At the top of the smokestack. An umbrella is a metal shield in the form of a frustum of a cone, secured to the outer casing of the smokestack over the air casing to keep the weather out.
6. No.
7. John Paul Jones.

7. John Paul Jones.
8. An aquaplane is a platform attached by ropes astern a powerboat on which a person may ride as it is towed rapidly over the water; a hydroplane is an airplane built to rise from or alight upon water (also: a form of motor boat).

9. Not during time of war; only the ribbon bars of decorations and medals are to be worn, even for full-dress occasions.

10. Miss Sue S. Dauser, superintendent of

10. Miss Sue S. Dauser, superintendent of the Navy Nurse Corps.11. Church pennant, during divine serv-

12. A coral island or islands, consisting of a belt of coral reef surrounding a central lagoon. 13. Kiska, by nearly 1,000 nautical miles.
14. The one at left, because it is a French buoy. The other is Japanese.
15. Forty-two (as of 15 January 1944).
16. No.

17. No. 18. Look at the thermometer located in the pipe which carries sea water to the condenser.

19. (c) 21 November 1918.
20. No.

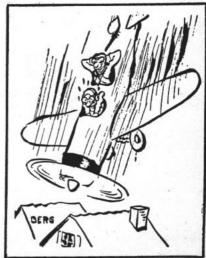
CORRECTION

to answers to special questions in the article, "The Salute," in the January 1944 issue of the Information BULLETIN.

It was stated erroneously in the answers to questions that when a Women's Reserve officer and a male naval officer of equal rank meet, the male officer salutes first, being a gentleman. By a letter signed by Sec-Nav on 17 November 1942, and by Women's Reserve Circular Letter No. 2-43, it was directed that the rendering of official salutes takes precedence over social customs established between ladies and gentlemen. Reference made to members of the Marine Corps Women's Reserve, through a typographical error, left an indication that there is a difference in rules between the Women's Reserve and the Marine Corps Women's Reserve. Actually the same rule as stated above applies equally to the Marine Corps Women's Reserve.

The answers to the questions indicated also that staff salutes first when line and staff officers of the same ranks meet, line having precedence over staff. It should be emphasized that this is true all else being equalthat is if the line and staff officers have the same date of rank. Precedence not being the same thing as military command, a staff officer with a prior date has precedence over a line officer of the same rank.

It was indicated in the answer to question 20 that an aviation cadet rates a salute from a warrant officer. Although the aviation cadet was regarded formerly as "an officer in a qualified sense," he is now rated as an enlisted man. Hence, a warrant officer now is entitled to a salute from an aviation cadet.



Dope Sheet (NAS, Norfolk, Va.)

"O.K., wise guy, let's see you get out of this one!"

BULLETIN BOARD

HOW AND WHEN YOU MAY VOTE (III)

Several proposals to amend the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as "The Ramsay Act") are now pending before the Congress.

BUPERS

As the BULLETIN goes to press the Ramsay Act is still law. The information below regarding the federal "Official War Ballot" is based on that act. Several states are convening special sessions of the legislatures to liberalize present absentee voting laws. The information herein presented as to states is based on present state laws. It is believed any changes in state laws will make present state requirements less strict.

There is balloting in four states prior to 1 May.

LOUISIANA holds its regular election for state or local officers on 18 April. Because no federal officers are chosen at this election, the Ramsay Act does not apply.

However, the state of Louisiana will accept the postcard, a copy of which is printed on the next page, as an application for the state absentee ballot. These cards may be obtained from the commanding officer. If they are not available from him, reproduction in letter form or other practical means is permissible. The address of the Secretary of State to whom the application should be forwarded is Baton Rouge, La.

ILLINOIS will hold its primaries for the nomination of candidates for both federal and state offices on 11 April. By special provision the names of candidates for state, county and local offices are printed on the special war ballot. If a serviceman desires to vote, he should forward the postcard, a copy of which is printed on the next page. These cards may be obtained from the commanding officer. If they are not available from him, reproduction in letter form or other practical means is permissible. The applicant must indicate his party affiliation. This postcard should be mailed so that it will be received by the Secretary of State at Springfield on or immediately after 13 March. Upon receipt of the ballot, it should be executed in accordance with accompanying instructions. It must be returned

to the officer (election official) from whom it was obtained in time for delivery by him to the proper polling place before the closing of the polls on the day of the primary.

Amendments to the election laws, recently enacted by a special session of the Illinois legislature, are not effective until after the coming primary.

NEBRASKA will hold its primaries on 11 April.

Candidates for both federal and state offices will be nominated by the respective parties.

The Navy Department is informed that the election authorities of Nebraska interpret its laws regulating primaries as unaffected by the Ramsay Act. The postcard is not acceptable as an application for a ballot or registration. Therefore, in accordance with the state laws of Nebraska, the serviceman should request at once an application for an absent voter's ballot from the clerk of the county in which the absent voter resides (in Omaha, from the election commissioner); make it out according to accompanying instructions; and then mail it to the clerk of the county

from whom it was obtained. Registration is required. The application must state the party affiliation of the serviceman. It thereafter should be mailed so that it will be received by the county clerk on or immediately after 12 March. The county clerk will thereupon forward the absent voter's ballot to the serviceman, who will execute it according to accompanying instructions. Thereafter it must be forwarded to the county clerk. The return envelope must bear postmark not later than 12 o'clock midnight of the day preceding primary day.

PENNSYLVANIA will hold its primaries for the nomination of candidates for both federal and state officers on 25 April. Members of the armed forces vote in accordance with (1) the federal law, or (2) the state law hereinafter briefly outlined.

If the serviceman chooses the first method, his ballot is limited to federal offices. He should use the postcard, a copy of which is printed on the next page, or a reproduction thereof. Thereon should be indicated his party affiliation. It should be mailed at once to the Secretary of State at Harrisburg. The ballot, when received, should

IF YOUR VOTING RESIDENCE IS IN LOUISIANA, ILLINOIS, NEBRASKA OR PENNSYLVANIA, THE FOLLOWING INFORMATION IS OF INTEREST TO YOU

			Louisiana		
Date of State of Offices	election r Local	Earliest date stat diers' application of 'Official War Ballot'' covering only Federal of- fices to be voted on	te will receive sol- for: regular state ab- sentee ballot cov- ering all offices to be voted on	Latest date ap- plication for bal- lot will be received	Date on or before which executed ballot must be re- ceived back in or- der to be counted
April 1	8	Not applicable	At any time	At any time	April 18
		Illinois,	Nebraska or Pen	nsylvania	
State	Primary Date	Earliest date stat diers' application if 'Official War Ballot'' covering only Federal of- fices to be voted on	e will receive sol- for: regular state ab- sentee ballot cov- ering all offices to be voted on	Latest date ap- plication for bal- lot will be received	Date on or before which executed ballot must be re- ceived back in or- der to be counted
III.	April 11	March 13	March 13	April 6	April 11
Nebr.	April 11	Not applicable	March 12	April 9	Must be mailed by April 10. (2400) and re- ceived by Apr. 14.
Pa.	April 25	March 6	March 6	* March 25	Must be mailed by April 25. (2400) and re- ceived by May 5.

be executed in accordance with accompanying instructions.

If the serviceman desires to use the second method, his ballot includes all offices, both federal and state.

An applicant therefor must be registered. However, the registration of any one in the armed services may not be cancelled. Furthermore, any person in the armed services may secure a registration card at any time by making written application to the registration commission having jurisdiction at the place where the applicant resided on the date of entering the service. Appropriate forms will be forwarded by the commission upon receipt of the application.

Application on a special form to be obtained at once from the Secretary of State at Harrisburg should be made not before 6 March nor later than 25 March to the county board of the county where the applicant is registered for a military ballot. The application must state the political party in which the applicant is enrolled. The ballot should be executed according to accompanying instructions. The return envelope must be postmarked prior to midnight 25 April and received by the county board before 5 May.

In each instance the name and address of an applicant should be printed or typed under his signature.

If a serviceman from any state is uncertain as to his eligibility to obtain a complete state ballot, he should write his Secretary of State at once. It is not the privilege of the commanding officer or any other officer to determine the qualifications of any one to vote. That is the function of competent election officials.

The exercise of the franchise must be free and uninfluenced. No advice should be given as to the decision of the serviceman.

For more detailed information, reference should be had to BuPers Circlet 95-43 and the articles "How and When You May Vote" on page 71 of the December 1943 issue and on page 67 of the January 1944 issue of the Information Bulletin.

The policy of the Navy Department is to assist and encourage members of the naval service to vote in any election in which they are eligible to vote where practicable and compatible with military operations. Pursuant to that policy the Bulletin will each month present timely information.

The text of the postcard.

FREE
(Official War Ballot)
Secretary of State of,
(City)
(State)

Address side of postcard.

Rate Reduced For Hospitalization of Naval Dependents

The per diem rate for the hospitalization of dependents of all Navy and Marine Corps personnel was reduced to \$1.75, effective 1 January, by executive order. The former rate was \$3.75 per day.

In the same order, rates were fixed for naval hospitalization or dispensary services outside the continental limits of the United States and Alaska. These are applicable to persons other than dependents of Navy and Marine Corps personnel. Rates in these outlying stations are \$1.00 for each out-patient treatment, examination or consultation, and \$5.00 per diem for in-patient treatment.



"One at a time, Schmaltz."

Enlisted Personnel May Be Interchanged Between Shore, Sea

To expedite the relief of enlisted men who have been on sea duty for more than 18 months, the interchange of enlisted personnel between the forces afloat and the shore establishments has been authorized.

BuPers announced on 4 June 1943 the establishment of a policy for rotating duty of enlisted personnel who have been performing hazardous duty aboard ship and at outlying stations. Eighteen months was specified in such duty as the minimum, after which men are considered available to return to the U. S. for a maximum of 30 days rehabilitation leave, if practicable, and assignment to duty. Such duty may be either in shore establishments or in nucleus crews of new ships.

Men in the First to Eighth Naval Districts will be interchanged with the Atlantic Fleet, while those in the Ninth, Eleventh, Twelfth and Thirteenth Naval Districts will be relieved by men from the Pacific Fleet. This will apply to all ratings except musicians and hospital corpsmen.

Authority previously had been granted to ComAirLant and ComFair-WestCoast to interchange aviation branch and general service ratings with NAFTCs.

District commandants are working out the necessary details after conferences with fleet personnel officers. Men who have served longest at shore establishments, especially those granted extensions under the three-year shore duty survey, will be given high priority on the list of those slated for sea duty.

BCD's Bar Men From Merchant Marine

Action has been taken to bar naval personnel discharged under other than honorable conditions from enrolling in the Maritime Service.

In the future all applicants for merchant marine licenses must state under oath whether they have received a bad-conduct or dishonorable discharge, or their equivalent, from any of the U. S. Armed forces. If such a discharge has been received, the application for license must be referred to the Commandant, U. S. Coast Guard, for consideration.

The War Shipping Administration has agreed that it will make an initial check before accepting applications for the War Shipping Administration schools and will not request certificates of service for applicants who have received such discharges.

Navy Adopting New Pay System

A new, simplified pay plan to reduce paper work and insure prompt payment of all emoluments is being put into operation now and will become effective for the entire Navy 1 July 1944. Key to the new system is a card record which will be issued every officer and enlisted person and which will be carried by the officer or enlisted person to all new assignments, tours, transfers and changes of duty.

The card, about the size of an ordinary sheet of typewriting paper, will list all information needed to establish every person's exact pay status at any disbursing office at which it is presented. Once presented, the card remains in the custody of the disbursing officer or commanding officer. When the person is detached, the card is returned to him for transfer to the new station.

Also new is a small waterproof card, called the personal pay memorandum card (for example, see December issue), which everyone in the Navy should obtain for his personal use. On it he can keep his own notations of pay received, change in status, and all other pertinent data. Even if his ship goes down and his card gets wet, the essential data entered thereon will be immediately available for use by him in preparing the affidavit which will be used by the disbursing officer for opening his new pay account.

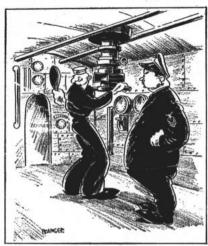
Under the new system, every officer and man can be promptly paid on pay day regardless of his status—whether at his station, en route to a new station, not yet assigned to specific duty, or even as a survivor. Any change in pay caused by new rating, rank or duties is promptly sent to his current station and noted on the card. Pay cards lost or destroyed will be duplicated by the nearest disbursing officer as soon as a sworn statement is furnished.

With the old system, pay accounts were mailed to the new station whenever a person was detached and transferred. Under the conditions of global war, officers and men move about so rapidly that pay accounts often were continually behind them. Sudden transfers of personnel also added to the danger of pay accounts being lost in transit or in combat areas.

Formerly, also, pay accounts were audited every quarter. Under the new system, each pay record card will last six months regardless of duty changes.

Personnel Overseas Can Send Gifts Home

Through the cooperation of the Army Exchange Service, naval ship's service



Hoist (NTS, San Diego)

"That's about enough of those trick shots, Hogan, we're running short of torpedoes."

stores outside the continental limits of the U. S. now offer a new service which permits personnel of the armed services to send gifts back home. Order blanks and catalogues are being forwarded to Ship's Service activities in the Tenth, Thirteenth (outside continental limits), Fourteenth and Fifteenth Naval Districts. Other ship's service stores outside the continental limits may obtain catalogues and forms from BuPers.

Gifts offered range from War Bonds through a variety of items which includes plastic toys, perfume, candy, flowers and haberdashery. Orders may be accepted from any person in the armed services and, when accepted, will be forwarded to Ship's Service Representative, USN, Army Exchange Service, 25 West 43d St., New York 18, N. Y. Vendors will package the gifts, wrap and forward them prepaid with an enclosed card bearing the sender's name. (Details in N.D. Bul. [semimonthly] of 31 December 1943, R-1757.)

V.F.W. Badge Not Worn With Official Ribbons

In answer to an inquiry as to whether naval personnel who are members of the Veterans of Foreign Wars may wear the V.F.W. ribbon, attention is invited to Uniform Regulations, Article 15-5 (Optional Badges), which states that the wearing of such a ribbon is optional with the holder but that, if it is worn, no decoration, medal, badge or ribbon awarded by the Army, Navy, Marine Corps or other branch of the government (as listed in Article 15-4) shall be worn at the same time.

Commendation Ribbon Authorized by SecNav

A new Commendation Ribbon was authorized last month by the Secretary of the Navy for Navy, Marine Corps and Coast Guard personnel who have received an individual letter of commendation signed by SecNav, Cominch, CincPac or Cinclant for an act of heroism or service performed since 6 December 1941 or hereafter. The ribbon will take precedence next after that representing the Air Medal.

Future recipients of commendations are authorized to wear the ribbon only if such authorization is signified in the letter. A second, and each succeeding, authorization will be represented by the standard bronze star worn on the original ribbon. Authorization to issue letters granting the right to wear the ribbon will not be delegated to subordinate commanders. These may make recommendations through official channels to SecNav or appropriate commanders in chief.

The ribbon, of standard size, is myrtle green with a three-sixteenths of an inch white stripe inset one-eighth of an inch from each edge. There is no medal authorized.

Dependents' Travel Regulations Changed

Dependents of naval personnel who are transferred to permanent sea or foreign duty may now obtain transportation to any point within the continental limits.

Heretofore dependents were furnished transportation to the home port of the man's ship; or, if he were sent outside the U. S., transportation was allowed to the nearest port from which, under peacetime conditions, a transport ordinarily would leave for the man's new duty station.

Whether the new or old provisions are requested is optional with the personnel entitled to transportation. Once the option under the new law has been exercised, transportation will not be furnished again until the man is transferred to a new permanent U. S. duty station. However, if a man is transferred from sea or foreign duty to a station within the continental limits, his dependents are entitled to transportation from the point previously designated to the man's new station.

Several thousand claims were held up in BuPers as the result of a ruling by the comptroller-general, who held that transportation could be furnished only to the nearest port from which a transport would leave, in the case of

men assigned to places where their dependents could not join them. These claims now will be acted upon without further application by the claimant, although in some cases it may be necessary to return them for additional information.

In applying for transportation under the new law, the applicant must so state and designate the point to which travel is desired. At least one member of the family must go to this point, although other members of the family may travel at government expense to other points if the distance is no greater.

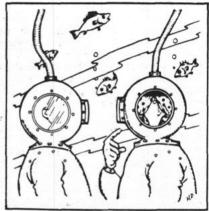
(Details in N.D. Bul. [semi-monthly] of 31 December 1943, R-1725.)

Why It's Better To Use V-Mail Than Air Mail

To expedite the delivery of V-mail from or to service personnel abroad to points within or from the United States, a new V-mail station has been established at Chicago. V-mail letters addressed to or from persons in the Central states will now be transported by air in microfilm form between Chicago and the East or West Coast. Thus they will be forwarded by train to the final address for delivery a day or two sooner than if handled, as previously, directly through the V-mail stations at New York or San Francisco.

In announcing the new service, the Office of the Chief of Naval Operations again urged naval personnel and their correspondents at home to use V-mail rather than air mail.

It is true that when there is sufficient air transportation for both types, air-mail letters will reach their destination two days ahead of V-mail letters mailed at the same time because one day must be allowed for processing the V-mail letters at the origin and



Dope Sheet (NAS, Norfolk, Va.)

"And it has a blackout curtain: it's the wife's idea."

one day for printing at the office of address.

However-

Already it has been necessary in some cases to send air-mail letters by surface, since outgoing mail from the United States must compete for air transportation space with important cargoes and passengers. As more and more demands are made on the air transportation system, it will be necessary to extend this practice.

All V-mail letters for delivery overseas, on the other hand, are given priority consideration for air space from the processing V-mail station in the United States to the printing V-mail station overseas.

By using V-mail instead of air mail, naval personnel and their correspondents thus not only will insure their letters going by air between the United States and overseas stations but, by reducing the volume of air mail, may make it possible for regular essential or emergency air mail always to go by air. If all concerned would send two out of every three letters by V-mail, CNO estimated, it probably would be possible to provide air transportation for the remaining one-third air mail.

Outgoing V-mail letters, unless they bear air-mail postage, go by train to the point of processing. Those from overseas, addressed for delivery in the United States, go by train to the point of final address after being printed and placed in envelopes at New York, San Francisco or Chicago; nothing is gained by placing air-mail stamps on them, since all V-mail is transported by air to the printing V-mail station in the United States.

Suggestions have been made that V-mail would be more popular if it could be transported by air from the point of arrival in the United States to the final address. These suggestions are being studied and, if found practicable, will be placed in effect. No great amount of time could thus be saved, however, since no point in the United States is much more than a couple of days by train from one of the three V-mail printing stations.

Special Clothing Allowance Revised

A revised standardization and allowance list of special clothing to be issued naval personnel appears in the Navy Department Bulletin [semimonthly] of 31 January 1944.

Listing standardized apparel for different climatic conditions as well as for specific activities, the revisions include special clothing allowances for women,

Music Contest Open To Servicemen

Members of the armed forces are invited to enter a contest sponsored by the Chamber Music Guild, Inc. of Washington, D.C., which will give two prizes of \$1,000 each for the best compositions for a string quartet. One prize is offered for the best composition submitted from the U.S. and Canada, and the other is open to residents of the Latin American republics.

Servicemen serving abroad should submit entries as from their home country. The contest closes at midnight, E.S.T., on 31 May 1944. Judges will be a jury of distinguished musical authorities. The copyright and composition will remain the property of the contestant. Every effort will be made to return manuscripts of contestants, but no responsibility is assumed by the sponsor.

Contestants sending manuscripts from distant points are urged to use airmail or air express, and to send them registered, so they will bear dated U. S. postmarks.

Complete rules may be obtained by writing the Guild at 1604 K Street, N.W., Washington 6, D.C.

WR Dependents Entitled To Transportation

Dependents of Women's Reserve members of the Navy, Marine Corps and Coast Guard are entitled to government transportation on the same basis as dependents of male personnel. Dependents, however, must be determined as relying upon a member of the Women's Reserve for their chief support.

Complete Information Necessary on Requests For Submarine Duty

Requests are being received by BuPers from enlisted personnel for assignment to submarine training or duty, with the commanding officer's endorsement failing to show whether personnel are qualified in accordance with the BuPers Manual (Articles E-5405 and E-5406).

The Bureau desires that commanding officers state in their forwarding endorsements whether the candidate meets these requirements and, in addition, certain other requirements which are outlined in the Navy Department Bulletin [semi-monthly] of 15 January 1944, 44-40.

Maternity and Infant Care Continued, After Being Started

Personnel of the fourth, fifth, sixth and seventh pay grades, whose dependents are eligible for emergency maternity and infant care as provided under the program administered by the Children's Bureau of the Department of Labor, should inform their dependents that, should the husband or father, after his initial application for these services, be promoted, discharged, declared dead or missing in action, or should the wife and/or infant move to another state or change physicians, they are still eligible for and can continue to receive services available under this plan.

For purposes of eligibility, the date of application is the date when an application for care is received by the state (or local) health agency, whether on official forms or by letter or by telephone. If application is made by telephone, the date of application is the date when such application was made according to the records of the state or

local health agency.

For full information concerning this program, interested parties should communicate with the Director of Maternal and Child Health in the care of the state health department of the state in which they are residing. Persons residing in the few states which have not organized a plan under this program should communicate with the Director, Division of Health Services, Children's Bureau, Department of Labor, Washington, D. C.

Lightweight Magazines For Bulk Distribution Only

In the January issue, the Information Bulletin reported that three more magazines, Flying, Popular Photography and Radio News, are now being printed in overseas editions. It should be noted that these editions are published for bulk overseas distribution and are not available by individual subscription.

Marine Corps Gazette Starts Overseas Edition

The monthly Marine Corps Gazette, Marine professional magazine, has begun publication of an overseas edition for official distribution to Marine units on foreign duty, ship's detachments and marines in naval hospitals and isolated posts. Distribution, beginning with the January 1944 issue, is on the basis of one copy for every 20 enlisted men. Activities eligible for more cop-

A listing of the month's AlNavs will be found on page 66 of this issue.

ies than they receive may make application for them to the Marine Corps Association, USMC Headquarters, Washington 25, D. C.

The standard edition of the Marine Corps Gazette will continue to go to members of the association, as in the past.

Qualifications For New Ratings Are Published

Qualifications are published in the N.D. Bul. (semi-monthly) of 31 December 1943 for all grades of the following recently established ratings:

Aviation machinist's mates (C), (H), (I), (P); aviation ordnancemen (T) and (B); specialist (R); telegraphers; special artificer (D); aviation machinist's mates and printer (M).

Changes also are listed in qualifications for flight training leading to designation as naval aviators and aviation pilots, as published in the N.D. Bulletin of 15 August 1943, R-1323.

Off-Duty Education Given Recognition

Naval personnel who complete correspondence courses through the U.S.

Armed Forces Institute, Madison, Wis., will have that information placed in their permanent records.

Commanding officers will notify BuPers by letter of each officer who has completed a course. In the case of enlisted personnel, an entry giving the same information will be made on Page 9 of the service record, in the following general form: "John Smith, Y2c, USNR, has successfully completed the course in Elementary Physics under Educational Services Program." (Details in N.D. Bul. [semi-monthly], of 15 December 1943, R-1700.)

Beneficiary Slips Required of Certain Aviation Cadets

All A-V(N) Navy officers and NAVC Marine officers who achieved aviation-cadet status on or before 3 September 1942 are required to execute a beneficiary slip, if they have not already done so, and forward it to BuPers or the Commandant, U. S. Marine Corps. Those who became aviation cadets after 3 September are not required to make out a beneficiary slip.

Officers in these classifications who desire to change beneficiaries may accomplish this by executing a slip in duplicate and forwarding it direct to BuPers or the Marine Corps. (Details in N.D. Bul. [semi-monthly], of 31 December 1943.)

DISTRIBUTION of the INFORMATION BULLETIN

By BuPers Circular Letter No. 162-43 (appearing as R-1362 in the Navy Department Bulletin of 1 September 1943), the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to the BuPers Information Bulletin, and indicated that distribution should be effected on the basis of one copy for each ten officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the Information Bulletin has been increased in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each ten officers and enlisted personnel. Because intra-activity shifts affect the Bureau statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

Normally copies are distributed only to activities on the Standard Navy Distribution List in the expectation that these activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

It is pointed out that the pro-rata distribution does not allow for personal copies, and that if every magazine is to have its ten readers, it must be passed along and not retained for private use.

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THIS MONTH'S COVERS



An inferno-like glare lights up a night action in the Central Solomons as a U. S. destroyer hurls a furious stream of antiaircraft fire against Japanese bombers covering an enemy force intercepted while attempting to land troops. For the story behind American naval firepower, see Page 22. INSIDE FRONT COVER: Looking aft from a Navy Liberator during an attack on a U-boat in the South Atlantic, you see both the geyser thrown up by its depth charge and, leading directly from the sub's conning tower, a line of smaller splashes from machine-gun strafing by the bomber as it pulled out of its dive. Nine attacks by four Navy and two Army planes in a 5½-hour battle resulted in a definite "kill." OPPOSITE PAGE: An LST, crammed with men and material for the invasion of Cape Gloucester, New Britain, nears the Jap-held shore. For a suggestion of the complexity of the Navy's amphibious operations, see how many different articles, you can identify on the deck. (Opposite page, Official U. S. Coast Guard photographs.)

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